

DRAFT

Executive Summary

The Local Planning Strategy for the City of Vincent (Vincent) is a comprehensive framework designed to guide the future development and growth across throughout the district. This Strategy will achieve this by setting strategic directions and priorities for land use planning, infrastructure development, and community enhancement over the coming years. It aims to amend the existing local planning framework to align with contemporary aspirations of the residents, workers, and visitors to Vincent. While it is fundamentally carrying on the existing approach to growth, it presents a more contemporary overall guiding document.

Key components of the draft Local Planning Strategy focus on:

Sensitive development and design – Ensuring appropriate development occurs across Vincent to meet the needs of current and future residents.

Enhanced environmental outcomes – Ensuring our development is sustainable, with a focus on enhancing our existing tree canopy cover.

Thriving Centres, Corridors and Future growth areas – Our local economy thrives by supporting small businesses and strategically placing commercial areas within established centres, ensuring diverse opportunities meet the needs of increased density.

Accessibility – Integrating all modes of transport within Vincent, recognising the importance of active modes of transport in sustainable development.

Connected and Healthy communities – Protecting our community's health and wellbeing, and recognising ways that the local planning framework can support this endeavour.

These focus areas are underpinned by Vincent's Strategic Community Plan, which has consistently involved significant and meaningful community engagement.

The Draft Local Planning Strategy comprises two parts;

Part one – Strategic directions and actions for land use planning.

Part two – Background information and analysis.

Part one is divided into five key focus areas; Community, Urban Growth and Settlement, Economy and Employment, Environment, Transport and Planning Areas. Each of these focus areas are underpinned by separate planning principles and objectives which guide each of the section's actions. These actions are linked their relevant background sections which provides the background data analysis and justification for the action.

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Part One

1.0 Introduction

The City of Vincent Local Planning Strategy comprises:

Part 1 – Strategy; and

Part 2 – Background Information and Analysis.

The Local Planning Strategy applies to the area shown in Figure 2 – Local Planning Strategy Map.

This Local Planning Strategy comes into operation on the day on which it is endorsed by the Western Australian Planning Commission (WAPC) and revokes Vincent's preceding Local Planning Strategy, endorsed by the WAPC on 8 November 2016.

As required by Regulation 11 of the *Planning and Development (Local Planning Schemes) Regulations* 2015, the purpose of the Local Planning Strategy is to:

- a) set out the long-term planning directions for the local government;
- b) apply any State or regional planning policy that is relevant to the Local Planning Strategy; and
- c) provide the rationale for any zoning or classification of land under the local planning scheme.

The Local Planning Strategy forms the strategic basis for the preparation, implementation and review of the City of Vincent Local Planning Scheme No. 2 (LPS 2). The following technical appendices have been prepared in support of the Local Planning Strategy:

City of Vincent – Imagine Vincent: The Sequel, Strategic Community Plan (2023)

Accessible City Strategy

Public Open Space Strategy

Claisebrook and Pickle District Planning Frameworks

Precinct Parking Management Strategy

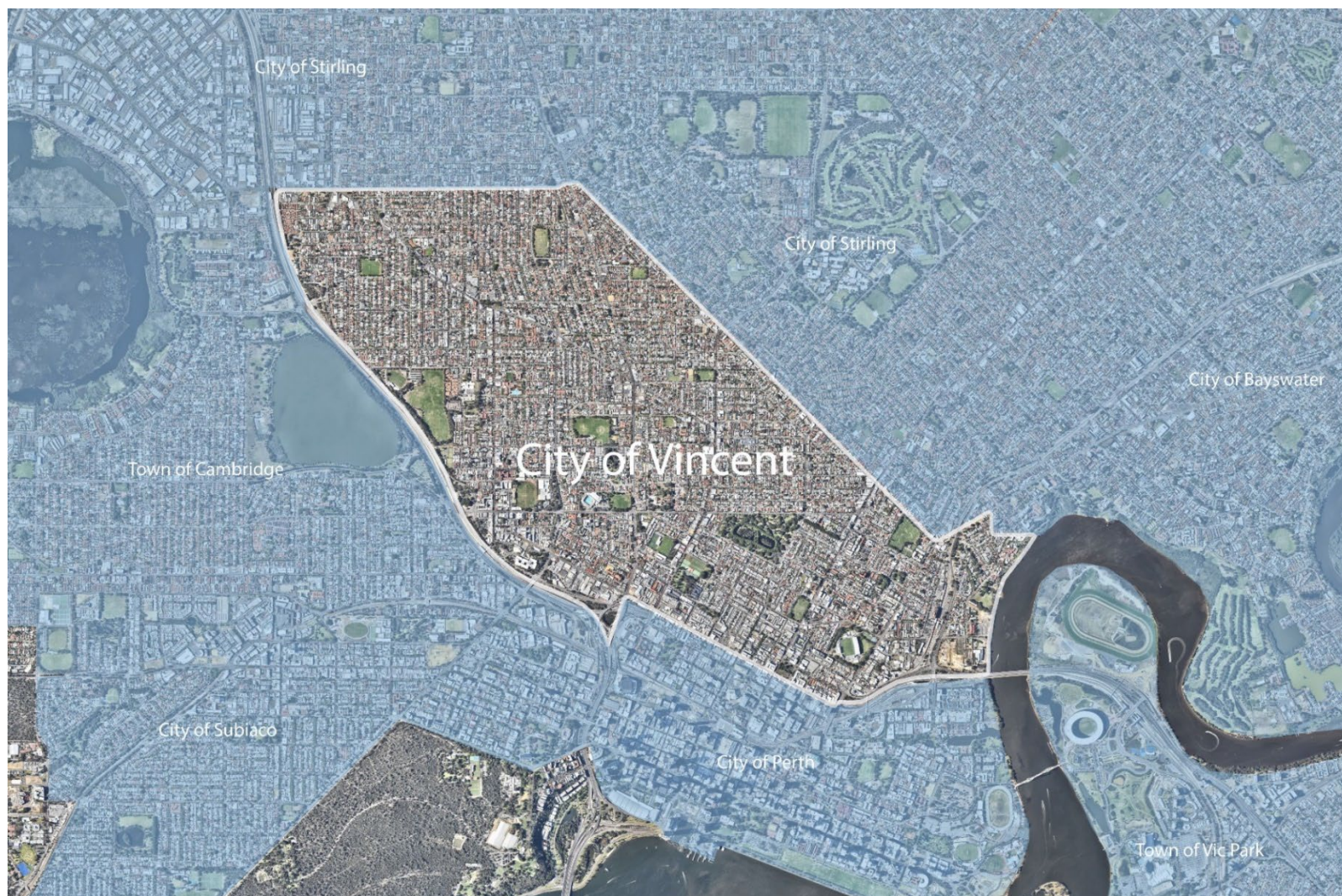


Figure 1 - Local Context Map for Vincent



2.0 Vision

The Local Planning Strategy outlines the 15-year vision for how land use change and development will occur within Vincent. The vision has regard to the Vincent's [Strategic Community Plan](#) but recognises that any community aspirations for future land use change and development is balanced with the requirements of planning legislation and policy. The Local Planning Strategy will provide for the expression of how broader State planning requirements can be applied and ultimately implemented at a local level.

The vision of the Local Planning Strategy is:

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

Vincent's pillars to support its vision, and align with each of action within this strategy, are:



Enhanced Environment – we want to protect and enhance our natural environment, making best use of our natural resources for the benefit of current and future generations.



Accessible City – we want to be a leader in making it safe, easy, environmentally friendly, and enjoyable to get around Vincent.



Connected and Healthy Community - we are a diverse, welcoming, and engaged community. We want to celebrate what makes us unique and connect with those around us to enhance our quality of life.



Thriving Places - we want to create, enhance, and promote great places and spaces for everyone to enjoy.



Sensitive Design - we want to see unique, high-quality developments that respect our character and identify and respond to specific local circumstances.



Innovative and Accountable - we will be an innovative, honest, engaged, and responsible organisation that manages resources well, communicates effectively and takes our stewardship role seriously.

3.0 Opportunities

Consistent with the State Planning Framework, planning issues of relevance to Vincent are presented under the following themes and planning principles.

For each planning opportunity identified, planning directions and actions have been outlined.

Planning directions are short statements that specify what is to be achieved or desired for the opportunity. Each planning direction is supported by an action/s, that clearly and concisely outlines what is proposed and how it is to be undertaken, rationale, timeframe and responsible party.

3.1 Planning Themes

The Local Planning Strategy is guided by the following planning themes:

Community, Urban Growth and Settlement

Economy and Employment

Environment

Transport

3.2 Community, Urban Growth and Settlement

3.2.1 Planning Principles

The planning principles for community, urban growth and settlement are:

Population Growth

Vincent will provide adequate, diverse and affordable housing for the growing population.

Character and Heritage

The character of Vincent will be retained whilst embracing innovative urban design.

Building Design

Best practice urban design outcomes will be promoted within Vincent.

Community Infrastructure

Vincent will ensure the provision of high-quality community infrastructure and services which are responsive to the community's changing needs.

Public Open Space

Vincent will retain and encourage the preservation of public open space (POS) and enhance underutilised POS in identified planning areas.

3.2.2 Objectives

The strategic objectives for community, urban growth and settlement are:

Housing Growth

To meet the needs of a growing population and direct residential growth to areas supported by strong land use and transport connectivity.

Housing Diversity and Affordability

To increase the diversity of housing types throughout Vincent to respond to changing demographic and lifestyle needs.

Built Form Response

To ensure that future growth protects and enhances the desired character and amenity of Vincent's established residential streets and neighbourhoods.

Urban Design Outcomes

To ensure that new development is reflective and responsive to its surrounds and contributes positively to the streetscape and surrounding private and public realm.

Provision of Facilities and Services

To deliver a diversity of community facilities and services in areas of high accessibility.

Public Open Space and Urban Liveability

To prioritise access to built and natural environments that enhance community liveability by expanding high-quality, sustainable public open spaces in large-scale developments. To ensure safe and accessible environments that provide for compatible land uses, appropriate separation distances, and enhanced urban amenity, safeguarding community wellbeing while meeting the needs of a growing population.

3.2.3 Strategic Considerations

Several strategies inform the strategic direction for community, housing and population growth including:

Accessible City Strategy (2022)

Thriving Places Strategy (2023)

Planning Frameworks

Strategic Community Plan (2022-2032)

3.2.3.1 Housing Growth

Forecasting predicts that Vincent's population will grow by 1.19% per year from 2021 to 2046, adding about 12,998 people (Profile.id). To handle this growth, Vincent will focus on building up and increasing density in established Activity Centres, along major transport links, transit corridors, future investigation areas, and in lower density suburbs where suitable. Vincent will follow relevant planning policies and maintain a strong local planning framework to ensure specific development outcomes for each key activity centre.

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<u>Housing Growth</u> To meet the needs of a growing population and direct residential growth to areas supported by strong land use and transport connectivity.	Ensure urban growth happens in identified planning areas that offer high connectivity, a variety of housing options, and diverse land uses to support long-term viability and liveability.	<ol style="list-style-type: none">1. Review current development standards and densities, including building height limits and development incentives, in the identified planning areas to ensure they align with the State Planning Framework, including SPP4.2, while providing sufficient capacity for residential growth and access to necessary infrastructure and services.2. Identify strategic development sites throughout Vincent to create a list of locations for urban redevelopment, aligned with future population forecasts.3. Investigate the future of strategic development sites so that they can remove undesirable land uses, capitalise on underused land or other valuable outcomes in line with the desires of the community.	Section 4.2.1 of part 2 recognises that there is need to increase the extent of residential land to accommodate forecast future population.	Short (1-5 years)

3.2.3.2 Housing Diversity and Affordability

Forecasting data shows a growing and aging population in Vincent, creating a need for more diverse housing options citywide. Rising housing costs and increased demand for homes near the Perth CBD, supported by sustainable transport, drive the push for diverse and affordable housing in suitable areas.

Vincent is at the forefront of creating its individual Planning Frameworks to encourage diverse housing and deliver key community infrastructure and facilities through development bonuses. This approach will offer more opportunities for various housing types and tenures, ultimately providing more affordable housing options.

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<u>Housing Diversity and Affordability</u> To increase the range of housing types and tenures in Vincent to meet the changing needs of its community and lifestyle trends.	Investigate ways to boost affordable housing and provide a mix of adaptable dwelling types and tenures. This will be achieved through the local planning framework, incentives, and partnerships with housing service providers.	<ol style="list-style-type: none">1. Explore development incentives to encourage a variety of housing options, such as universal design, accessible and adaptable housing, student and co-living spaces, affordable housing, and family-friendly apartments. Set minimum percentages of these housing types for new developments.2. Review zoning and density rules to allow suitable medium-density developments in well-serviced areas across Vincent.	Section 4.2.2 of part 2 recognises that there is a need to cater for various dwelling types.	Short-term (1-5 years)

3.2.3.3 Built Form Response

Vincent has divided building design into three tiers: minimum standards for the whole area, unique character provisions for specific precincts, and heritage design considerations. Vincent acknowledges that certain areas have distinct characters that should be preserved and celebrated.

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<p><u>Built Form Response</u></p> <p>To ensure that future growth protects and enhances the desired character and amenity of Vincent's established residential streets and neighbourhoods.</p>	<p>Maintain low to medium-density residential coding throughout Vincent's established residential areas to ensure the continued protection of existing and desired character.</p>	<ol style="list-style-type: none">1. Review the streets and neighbourhoods in Vincent to identify the unique traits and features that define each area's special character. Develop detailed character statements for each precinct.2. Update the Scheme and Local Planning Policies to ensure new developments support, protect, and enhance significant elements of Aboriginal and historic heritage, as well as character areas.3. Review and enhance the guidance for Vincent's character areas to help the community better understand the desired building outcomes and how these align with local planning policy.	<p>Section 4.2.3 of part 2 recognises a number of character recognised streetscapes within Vincent.</p>	<p>Short-term (1-5 years)</p>

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<p><u>Building Design</u></p> <p>To ensure that new development is reflective and responsive to its surrounds and contributes positively to the streetscape and surrounding private and public realm.</p>	Continue to review the local planning framework to ensure it consistent with the State Planning Framework and provide a performance-based approach to achieving innovative urban design through the incorporation of place-based analysis in the review of the Planning Frameworks based on the Vincent's Planning Areas.	1. Monitor and adjust the local planning framework to ensure it stays consistent with local and state development trends.	Section 4.2.3 of part 2 recognises the level of character and heritage streetscapes within Vincent.	Short-term (1-5 years)
	Investigate opportunities to provide incentives for high quality designs and deliver innovative site-responsive design outcomes in new developments.	1. Monitor and adjust the local planning framework to ensure it stays consistent with local and state development trends.		Ongoing

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<p><u>Sensitive Design</u></p> <p>Transition zones between different dwelling heights and typologies are crucial for maintaining aesthetic continuity, integrating land uses, improving walkability, fostering social cohesion, addressing environmental concerns in urban environments.</p>	<p>To ensure that works and development celebrates and enhances existing and surrounding character.</p>	<ol style="list-style-type: none"> 1. Review Vincent's local planning framework to ensure developments next to heritage-listed buildings respect the era they represent. 2. Ensure new developments and changes to existing homes align with the area's character while encouraging innovative designs where appropriate. 3. Continue to monitor and adjust the local planning framework to ensure a smooth transition between low- and high-density developments, both near character and heritage areas and outside. 	<p>Section 4.2.3 of part 2 recognises the level of character and heritage streetscapes within Vincent.</p>	<p>Ongoing</p>

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<p><u>Heritage Value</u></p> <p>To celebrate and strengthen the value of Vincent's heritage.</p>	<p>Promote the conservation and protection of Vincent's Aboriginal, natural, and built heritage through education, community engagement, and policies that enhance heritage values.</p>	<ol style="list-style-type: none"> 1. Maintain up-to-date records of heritage-listed properties, areas, and obligations under the Heritage Act, and regularly review the Local Heritage Survey and Heritage List to ensure best practices. 2. Protect and preserve heritage buildings and streetscapes through updated planning policies, financial and development incentives, and support for adaptive reuse, such as offices, transit accommodation, or day-care facilities. 3. Expand initiatives like the Heritage Assistance Fund and promote the integration of Aboriginal heritage into the built environment and public spaces. 	<p>Section 4.2.3 of part 2 recognises the level of character and heritage streetscapes within Vincent.</p>	<p>Short-term (1-5 years)</p>

3.2.3.4 Urban Design Outcomes

Vincent has around 18,159 private dwellings (Census, 2021). As Vincent's population grows and expands, we need to regularly review the minimum development standards to ensure they reflect best practices as well as ensure that our centres and corridors reflect the community's aspirations and expectations.

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<u>Urban Design Outcomes</u> Ensure that new developments are thoughtfully designed to complement and enhance their surroundings, contributing positively to both the street and broader public and private realm.	To ensure that new development is reflective and responsive to its surrounds and contributes positively to the streetscape and surrounding private and public realm.	<ol style="list-style-type: none">1. Review the local planning framework to ensure it aligns with the State Planning Framework and supports innovative urban design by incorporating place-based analysis into the Town Centre Planning Frameworks.2. Explore opportunities to offer incentives for design excellence and encourage innovative, site-specific design solutions in new developments.3. Continue to develop policies that promote climate-responsive and environmentally sustainable design.4. Continue to develop policies that respond to the site by considering the adjoining streetscape and the broader public realm.	Section 4.2.4 of part 2 recognises that with increasing demands for infill housing, development must continue to reflect the character of its surrounds.	Short-term (1-5 years)

3.2.3.5 Provision of Facilities and Services

Vincent takes pride in its extensive facilities and services, designed to be universally accessible to residents and visitors. From parks and recreational spaces to public transportation and community centres, Vincent's infrastructure prioritises inclusivity. Ensuring universal accessibility promotes equality and social cohesion, while also boosting economic vitality by allowing everyone to fully engage in community life. By maintaining a focus on accessibility in its planning and development, Vincent upholds its commitment to diversity and inclusivity, creating a thriving city for all.

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<u>Provision of Facilities and Services</u>	To acknowledge the importance of a diversity of high-quality community facilities and services in supporting well-being, promoting healthy lifestyles, and building social capital.	<ol style="list-style-type: none">1. Develop and maintain a Community Infrastructure Plan, which will provide the outline of the currently available Vincent assets and their provision within Vincent.2. Continue providing and developing a range of universally accessible facilities, community programs, and safety initiatives within Vincent. We will also encourage the shared use of facilities at schools, businesses, and clubs wherever feasible.	Section 4.2.5 of part 2 recognises changes in demographics and needs across Vincent projected for the coming years.	Ongoing
<u>Addressing Community Need</u>	To ensure community infrastructure responds to shifts in demographic needs and values.	<ol style="list-style-type: none">1. Continue to understand the community's needs, values, and engagement with facilities and services. We will ensure that areas designated for community facilities including schools, are appropriately zoned to support their long-term sustainability and service to Vincent.	Section 4.2.5 of part 2 recognises changes in demographics and needs across Vincent projected for the coming years.	Ongoing

3.2.3.6 Public Open Space and Urban Liveability

Vincent understands the important role public open spaces (POS) play in urban liveability and community wellbeing. Current POS provision falls below ideal benchmarks and is expected to decline further with population growth, particularly in underserved areas like West Perth, North Claisebrook, and William Street. To address this, Vincent will review its 2018 Public Open Space Strategy to improve POS allocation and prioritise areas in need.

Urban liveability is influenced by the environments where we live, work, and play, appropriate separation of incompatible land uses, sensitive interface management, and mitigation of adverse environmental impacts. Vincent is committed to fostering a connected, resilient, and active community by creating safe, accessible, and inclusive spaces. This includes high-quality community facilities, walkable and cyclable neighbourhoods, diverse mixed-use areas, and access to essential services and amenities. This also relies on strategic location of sensitive land uses, implementation of transition zones where appropriate and enhancing residential amenity while balancing commercial activity. By prioritising place-making principles and community collaboration, Vincent aims to deliver environments that support an active, vibrant lifestyle for all residents.

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<u>Proximity and Usability</u>	To acknowledge the importance of high-quality, highly accessible public open spaces in supporting health and well-being, promoting liveability, and enhancing amenity.	<ol style="list-style-type: none"> 1. Review Vincent's Public Open Space Strategy and its Community Facilities, aligning them with state government guidelines, community needs, and best practices, while addressing the existing deficiencies across Vincent. 2. Advocate for state government consistency on public open space contributions for all types of development. 3. Maintain and enhance the amenity, functionality, and accessibility of the Vincent's parks and outdoor recreational areas by improving pedestrian infrastructure, signage, lighting, equipment, and applying CPTED principles to create diverse, adaptable spaces that encourage passive surveillance and maximise community safety. 	Section 4.2.6 of part 2 recognises the need to update Vincent's operative public open space strategy to ensure adequate needs are met for residents of Vincent.	Short-term (1-5 years)

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<u>Public Open Space Enhancement</u>	To increase public open space throughout Vincent by encouraging the delivery of high-quality, fit for purpose public open spaces in large-scale developments, that are responsive to the needs of the community and environmentally sustainable.	1. Explore opportunities within the local planning framework to encourage the inclusion of additional public open space which currently lack sufficient high-quality public open space.		Medium term (5-10 years)
<u>Healthy Built and Natural Environments</u>	To create built and natural environments that are well-designed, safe and accessible for the community to support active living.	<ol style="list-style-type: none"> 1. Explore opportunities to ensure Vincent's development incorporates principles of good design, safety and accessibility, promoting active lifestyles. 2. Engage community members in the planning process to ensure developments and encourage community interaction. 3. Use evidence and best practices to guide decisions, ensuring that developments are well designed to enhance accessibility and safety. 4. Advocate to state government the importance of expanding the scope of liveability considerations in planning frameworks for our built and natural environment. 	Section 4.2.6 recognises the importance of access to healthy built and natural environments to the overall health and well-being of the community. Vincent has a role to ensure these environments are healthy, safe and accessible.	Medium term (5-10 years)

3.3 Economy and Employment

3.3.1 Planning Principles

The planning principles for economy and employment are:

Business Diversity and Growth

Economic development will be promoted and diversified throughout Vincent, with a particular focus on enhancing activity centres, Town Centres, corridors, neighbourhoods, local centres.

Thriving Places

Vincent will create, enhance and promote great places and spaces for everyone to enjoy and to support its diverse local economy.

Maintaining vibrant places is integral to the Vincent's identity, economy, and appeal. Creating, enhancing, and promoting great places and spaces for everyone to enjoy will support a local, diverse economy, contribute to the growth of our Gross Regional Product (GRP), increase the number of jobs, enhance self-sufficiency and self-containment, and boost employment capacity within our Local Government Area (LGA).

3.3.2 Objectives

The strategic objectives for economy and employment are:

Hierarchy of Activity Centres

To ensure that residential and economic growth continues in a sustainable manner and is supported by high levels of accessibility to a diversity of land uses.

Commercial Activity and Business Growth

To support the vitality and viability of activity centres and Town Centres.

Tourism

To encourage the growth of the tourism industry and ensure the needs of the visitors are supported.

Knowledge Economy

To encourage a diversity of businesses, services and employment opportunities to strengthen economic resilience.

3.3.3 Strategic Considerations

Several Strategies guide and influence the economy and employment trends of Vincent. These include:

Accessible City Strategy (2022)

Thriving Places Strategy (2023)

State Planning Policy 4.2 (Activity centres)

Planning for Tourism and Short Term Rental Accommodation (Position Statement)

City of Vincent Strategic Community Plan (2022-2032)

3.3.3.1 Hierarchy of Activity Centres

Vincent has one secondary, four district, and ten neighbourhood and local centres, as recognised under State Planning Policy 4.2. These activity centres are essential to Vincent 's core population and should continue to offer an appealing living environment for residents.

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
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<p><u>Hierarchy of Activity Centres</u></p> <p>Compact and well supported activity centres provides the unique identity of Vincent.</p>	<p>To ensure that residential and economic growth continues in a sustainable manner and is supported by high levels of accessibility to a diversity of land uses.</p>	<ol style="list-style-type: none"> 1. Establish, support, and review Vincent's place-based approach to its Town Centres to ensure that commercial activity is concentrated primarily in these areas. 2. Modify the local planning framework to reflect Vincent's hierarchy of activity centres to ensure that Town Centres are compact and concise, and appropriate controls are in place to recognise the different commercial activities of each area. 3. Identify areas for future employment growth, such as the Leederville Precinct Structure Plan and planned urban growth areas, to support local government investment and leverage opportunities for private sector development. 4. Review the zoning of Local Centres to support urban regeneration by creating small-scale, accessible commercial spaces within walking distance of nearby residential areas. 5. Undertake a Needs Assessment to strategically guide the future of Town Centres based on their commercial floor space. Use this 	<p>Section 4.3.1 and 4.3.2 of Part 2 recognises the City has a number of secondary, district, neighbourhood and local centres. Planning for these present the best opportunity to encourage the 10 principles of urban consolidation.</p>	<p>Short Term (1-5 years)</p>
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		information to inform any local planning framework changes to support this.		
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3.3.3.2 Commercial Activity and Business Growth

Vincent features a lively economic landscape with a variety of industries, busy commercial centres, and a dynamic entrepreneurial spirit. From its diverse cafes, boutiques, and art galleries to innovative tech startups and local businesses, economic activity flourishes throughout Vincent. These vibrant spots not only fuel economic growth but also play a key role in shaping Vincent's unique identity. Preserving and supporting these hubs is crucial for maintaining Vincent's cultural richness, encouraging community engagement, and ensuring a resilient and prosperous future for all residents and stakeholders.

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<u>Commercial Activity and Business Growth</u>	To support the vitality and viability of activity centres, Town Centres and precincts.	<ol style="list-style-type: none">1. Promote Vincent as a vibrant destination, supporting key industries like creative arts, health, education, and recreation, while reviewing local employment data to adjust the planning framework and address any gaps.2. Ensure zoning and development support a mix of uses in commercial and residential areas, and accommodate job growth projections for 2050.3. Investigate commercial opportunities, including floor space requirements for strategic sites, to support business expansion.	Section 4.3.3 of Part 2 recognises the importance of the local economy and its contribution to the growth of Vincent.	Medium-term (5-10 years)

3.3.3.3 Tourism

Tourism in Vincent thrives on its rich cultural tapestry, vibrant neighbourhoods, and diverse attractions. From trendy cafes and boutique shops to art galleries and local festivals, visitors are captivated by Vincent's unique charm and dynamic energy. Supporting tourism-based activities is crucial for drawing visitors and boosting the local economy. Tourists who frequent local businesses contribute directly to the livelihoods of residents and the community's overall prosperity. By maintaining and enhancing these tourism hotspots, we not only enrich the visitor experience but also promote economic sustainability and preserve Vincent's distinctive identity for future generations.

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<u>Tourism</u>	To encourage the growth of the tourism industry and ensure the needs of the visitors are supported.	1. Implement policies and development incentives to encourage diverse accommodation options, such as boutique hotels, short term rental accommodation and multi-storey serviced apartments, focused within activity centres, Town Centres, and key commercial areas with high accessibility to attract local, interstate, and international tourists.	Section 4.3.4 of Part 2 recognises the economic benefits of tourism to the growth of Vincent.	Medium Term (5-10 years)

3.3.3.4 Knowledge Economy

Vincent thrives as a bustling centre for the knowledge economy, driven by a strong focus on creative industries. This vibrant community of artists, designers, and tech entrepreneurs energises Vincent with creativity and innovation. Coworking spaces and modern media studios foster an environment where ideas flourish and businesses succeed. Supporting these creative industries is essential for a diverse economy that can handle economic shifts and adapt to new trends. By nurturing local talent and encouraging collaboration, Vincent maintains a dynamic and resilient economy, always leading in innovation.

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<u>Knowledge Economy</u>	To encourage a diversity of businesses, services and employment opportunities to strengthen economic resilience.	<ol style="list-style-type: none">1. Support the retention and attraction of knowledge-based industries and professional services in areas such as creative arts, health, education, recreation, and utilities.2. Balance the inclusion of light industrial uses to maintain economic diversity, sustainability, and long-term employment, ensuring compatibility with new developments through the local planning framework.	Section 4.3.5 of Part 2 recognises the economic factors that support the growth of Vincent.	Medium Term (5-10 years)

3.4 Environment

3.4.1 Planning Principles

The planning principles for environment are:

Natural Assets and Climate Change

Vincent will encourage and actively adopt sustainable practices that conserve key natural assets and address climate change.

Resource Management

Resource and energy supplies will be effectively and efficiently managed within Vincent, utilities will be maintained and sustainable development will be encouraged to safeguard increasing demand on resources and services.

Vincent recognises the value the natural environment contributes to our inner-city community and will continue to protect and enhance it, making best use of our natural resources for the benefit of current and future generations.

3.4.2 Objectives

The strategic objectives for environment are:

Natural Assets and Climate Change

To encourage best practice ecologically sustainable development which responds to the opportunities and constraints of the climate, site and scale of development and limits the impacts on the broader environment.

Sustainable Growth

Strengthen the local planning framework to improve environmental outcomes and ensure sustainable growth.

Urban Greening

To mitigate losses to urban canopy cover, retain and enhance existing urban canopy.

3.4.3 Strategic Considerations

Several strategies inform the strategic direction for the environment including:

City of Vincent Sustainable Environment Strategy 2019-2024 (SES) – currently under review

Public Open Space Strategy (POSS) – currently under review

Planning in Bushfire Prone Areas: Bushfire Policy Framework (2018) – currently under review

Draft [State Planning Policy 2.9 Planning for Water \(SPP 2.9\) and Planning for Water Guidelines](#)

Draft Map of Bushfire Prone Areas (2023)

City of Vincent Greening Plan 2018 – 2023 – currently under review

City of Vincent Waste Strategy 2018 – 2023 – currently under review

3.4.3.1 Natural Assets and Climate Change

Vincent values its natural assets and understands the urgent need to tackle climate change to protect these resources. Over the coming decades, Vincent will face challenges such as rising temperatures, more frequent heatwaves, decreased winter and spring rainfall, longer and more frequent droughts, reduced biodiversity, and lower soil moisture.

To address these issues, preserving and restoring natural assets like wetlands, native vegetation, and waterways is essential. These actions help mitigate and adapt to climate change, boost resilience, and safeguard biodiversity. Adopting ecologically sustainable design practices will reduce vulnerabilities in Vincent's infrastructure, enhancing its ability to cope with a changing climate. Investing in renewable energy, sustainable transport, and waste reduction will cut greenhouse gas emissions and further mitigate climate impacts.

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<u>Natural Assets and Climate Change</u>	To encourage best practice ecologically sustainable development which responds to the opportunities and constraints of the climate, site and scale of development and limits the impacts on the broader environment.	<ol style="list-style-type: none">1. Promote awareness in the community of techniques to incorporate sustainable design principles into both residential and commercial development, including waste management and a circular approach to waste disposal.2. Continue to be a leader in policy provisions that encourage sustainable design features tailored to Vincent 's unique physical characteristics and climate.3. Collaborate with the state and other local governments for appropriate provision of EV infrastructure.	Section 4.4.1 of Part 2 recognises the need for protection of Vincent natural assets to protect against climate change.	Ongoing

3.4.3.2 Sustainable Growth

Vincent is dedicated to sustainable growth and prioritises environmental outcomes in its development strategies. By incorporating environmental considerations into urban planning, infrastructure projects, and community initiatives, Vincent seeks to balance growth with the preservation of natural resources and ecological integrity.

Vincent is committed to reducing its ecological footprint through its own operations, including sustainable transport initiatives, renewable energy generation, and energy efficiency measures. This approach not only minimises environmental impact but also helps build a resilient and thriving community.

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<u>Sustainable Growth</u>	Strengthen the local planning framework to improve environmental outcomes and ensure sustainable growth.	1. Develop an Enhanced Environment Strategy that directs Vincent resources and actions to environmental sustainability and continue to implement Vincent 's informing environmental strategies.	There is a notable gap in Vincent's strategic direction concerning the "Enhanced Environment" pillar of the Strategic Community Plan (SCP). Addressing this deficiency is essential and will be incorporated into the development of this Strategy.	Short term (1-5 years)

3.4.3.3 Urban Greening

Vincent proudly upholds its commitment to urban greening and preserving its tree canopy. Focusing on sustainability and environmental stewardship, Vincent's green spaces significantly enhance liveability and quality of life. Parks, gardens, tree-lined streets, and green corridors provide vital benefits such as better air quality, temperature regulation, and biodiversity conservation.

Expanding and maintaining the urban tree canopy is crucial for mitigating climate change impacts, promoting public health, and creating welcoming public spaces for residents and visitors to enjoy.

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<u>Urban Greening</u>	Mitigate losses to urban canopy cover and retain and enhance existing urban canopy where possible..	<ol style="list-style-type: none">1. Create policy provisions and development incentives that promote the retention of significant vegetation as well as other tree canopy producing initiatives. This will ensure that development contributes to enhancing and diversifying Vincent's canopy cover and significant vegetation, beyond existing State Planning Framework requirements.2. Explore ways to protect and incentivise retention of trees on private land.3. Advocate the state government develop standardised controls to protect trees on private land.	Section 4.4.2 of Part 2 recognises the continued loss of canopy cover across Vincent and Perth Metropolitan Region.	Short-term (1-5 years)

3.5 Transport

3.5.1 Planning Principles

The planning principle for transport is:

Movement

Vincent will provide for a safer, more efficient movement network to facilitate ensure the vitality of businesses and Town Centres, ensure the protection of streetscape amenity and alleviate traffic congestion.

Mode Shift

Vincent will increase opportunities for the diversification of travel methods and encourage modal shifts that will reduce environmental impacts and improve the health and well-being of residents.

Street Reallocation

Vincent will reallocate space from vehicles to walking and cycling, as per the Link and Place Guidelines.

3.5.2 Objectives

The strategic objectives for infrastructure are:

Public Transport

To improve public transport services and sustainable transport options and focus residential and commercial growth within Town Centres and areas in close proximity to high frequency public transport services.

Cycling and Walking

To increase walkability and cyclability to support a reduction in private vehicle use and improve the health and well-being of residents.

Congestion and Parking Management

To reduce the negative impacts of private vehicle use to provide safer and more efficient movement throughout Vincent and ensure the vitality of Activity Centres.

Connectivity

To improve the movement network to, within and through Vincent.

Preservation of Laneways and Rights-of-Way (ROWS)

To identify and increase the development along our rights of ways and laneways.

3.5.3 Strategic Considerations

Several strategies inform the strategic direction for infrastructure including:

City of Vincent Accessible City Strategy 2020 – 2030 (ACS)

City of Vincent Strategic Community Plan (SCP)

Precinct Parking Management Strategy

City of Vincent Wayfinding Signage Plan

Department of Transport Long Term Cycle Network

City of Vincent Bike Network Plan 2023 - 2028

City of Vincent Laneways and Rights-of-Way Policy

Public Transport Authority Strategic Plan

Transport @ 3.5 Million

Integrated Transport Plan for Perth and Peel

Road Safety Strategy 2020-2030

Infrastructure WA State Infrastructure Strategy

3.5.3.1 Public Transport

Vincent strongly supports expanding public transport links, understanding their crucial role in promoting sustainable urban mobility and easing traffic congestion. Vincent actively advocates for improved bus services, better connectivity, and new transit routes to enhance the public transport network.

By pushing for these improvements, Vincent aims to offer residents and visitors convenient, reliable alternatives to private vehicles. This advocacy not only supports environmental sustainability by cutting greenhouse gas emissions but also boosts public health and social equity by improving transportation access for all community members.

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<u>Public Transport</u>	To improve public transport services and sustainable transport options and focus residential and commercial growth within Activity Centres and areas in close proximity to high frequency public transport services.	<ol style="list-style-type: none">1. Promote a mix of uses within activity centres, Town Centres, mixed-use, and commercial areas located within a 400-800 metre walkable distance of train stations and bus interchanges. This supports both retail and commerce while providing long-term employment opportunities in line with transit-oriented development principles.2. Continue advocating for enhanced public transport connections to, from, and within Vincent's Activity Centres, Town Centres, transit corridors, and future investigation areas, with a focus on improving links between these centres.3. Encourage urban consolidation development near train stations, high-frequency bus routes and proposed mid-tier transit routes to ensure such services are financially viable.	Section 4.5.4 of Part 2 recognises the need to provide adequate location for density through Vincent.	Ongoing

3.5.3.2 Cycling and Walking

Vincent strongly supports cycling and walking, recognising their many benefits for individuals and the community. With dedicated infrastructure such as bike lanes, pedestrian pathways, and shared trails, Vincent promotes and encourages active transportation.

By advocating for cycling and walking, Vincent aims to cut traffic congestion, improve air quality, and boost public health and well-being. These modes of transport also foster a sense of community and connection, allowing residents to engage more intimately with their surroundings and each other.

Prioritising cycling and walking infrastructure underscores Vincent's commitment to a more sustainable, liveable, and vibrant environment for all residents and visitors.

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<u>Cycling and Walking</u>	To increase walkability and cyclability to support a reduction in private vehicle use and improve the health and well-being of residents.	<ol style="list-style-type: none">1. Promote walking and cycling in Vincent by improving pedestrian facilities such as footpaths, cycle routes, bicycle facilities and improve the visual amenity and safety of these areas.2. Continue to implement the recommendations of Vincent's Bike Network Plan (2023-2028).3. Encourage wayfinding as per the Vincent Wayfinding Signage Plan4. Continue planning Town Centres and activity centres to better serve daily needs of residents	Section 4.5.5 and 4.5.6 of Part 2 recognises the need to locate density nearest existing cycling and walking routes.	Ongoing

3.5.3.3 Parking Management and Congestion

Vincent understands that effective parking management is crucial for tackling congestion and promoting sustainable urban mobility. By adopting strategic parking policies, pricing mechanisms, and innovative solutions, Vincent aims to optimise parking resources, reduce traffic congestion, and cut vehicle emissions.

Vincent implements measures such as time-limited parking zones, parking permit programs, and incentives for alternative transport modes to encourage a shift from private vehicles to public transit, cycling, and walking. These efforts not only ease road congestion but also ensure a fair distribution of parking spaces and lessen the environmental impact of excessive car use.

Through effective parking management, Vincent aims to foster a more efficient, accessible, and sustainable urban environment, enhancing mobility, reducing congestion, and improving quality of life for residents and visitors.

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<u>Congestion and Parking Management</u>	To reduce the negative impacts of private vehicle use to provide safer and more efficient movement throughout Vincent and ensure the vitality of Town/Activity Centres.	<ol style="list-style-type: none"> 1. Implement new paid parking areas and review existing parking restrictions in Vincent's Town Centres to enhance the turnover of parking spaces. This ensures availability for all users and supports retail and commerce. 2. Review parking standards to move towards open or maximum parking provision for new development where it can be shown to meet the needs of existing and future residents. 3. Support Vincent's Accessible City Strategy, focusing on car parking and parking management. 4. Promote Travel Smart and other initiatives, including the e-scooter trial and additional free parking for scooters and motorbikes, to diversify travel options within Vincent's activity centres and Town Centres, reducing car dependency. 5. Apply Crime Prevention Through Environmental Design (CPTED) principles to Vincent's owned car parking spaces and other parking assets. 	Section 4.5.7 of Part 2 recognises the need to balance the mode shift with providing adequate parking for our thriving places.	Medium term (5-10 years)

3.5.3.4 Connectivity

Vincent prioritises building strong connections both within its borders and with neighbouring areas. Through smart planning and infrastructure improvements, Vincent aims to create a well-linked urban environment that boosts accessibility and encourages economic and social interactions.

By investing in transportation networks—like roads, public transit, and bike paths—Vincent enhances connectivity, making it easier for people to reach key places such as commercial hubs, schools, and recreational spots. Vincent also collaborates with nearby suburbs and regional attractions to improve connections between communities and promote tourism and economic growth.

Focusing on connectivity helps Vincent develop a seamless and integrated urban space that meets the needs of residents, businesses, and visitors. This commitment to connectivity fosters a sense of unity, accessibility, and vibrancy, making Vincent a great place to live, work, and explore.

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<u>Connectivity</u>	To improve the movement network to, within and through Vincent.	<ol style="list-style-type: none">1. Work with State Government and adjacent Local Governments to investigate ways to improve connectivity.2. Introduce planning policy provisions that identify and require the retention of important existing pedestrian links on private land.3. Continue to identify general locations for desired strategic active movement links on private land that may warrant the awarding of development bonuses.	Section 4.5.2 of Part 2 recognises the need to ensure movement throughout Vincent is efficient.	Ongoing

3.5.3.5 Preservation of Laneways and Rights-of-Way (ROW)

Vincent highly values and prioritises the preservation and enhancement of Rights of Way (ROW) as essential corridors for connectivity and community engagement. ROWs are key for providing pedestrian and cyclist access across Vincent, linking neighbourhoods, parks, and amenities.

By maintaining and improving ROWs, Vincent ensures residents have safe and accessible paths for recreation, commuting, and socialising.

Vincent works with stakeholders and the community to protect and upgrade ROWs, adding features like lighting, and signage to boost safety and usability. By investing in ROWs, Vincent creates a more connected, vibrant, and inclusive environment for everyone.

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
<u>Preservation of Laneways and Rights-of-Way (ROWs)</u>	To preserve existing laneways and ROW throughout Vincent, especially in activity centres, Town Centres and other planning areas, and reduce vehicle crossovers on streets to mitigate losses to street tree canopy, increased hard stand and loss of on-street carparking.	<ol style="list-style-type: none">1. Review Vincent's existing Laneways and Rights-of-Way Policy.2. Review and update Vincent's ROW Inventory, existing laneways and ROW.3. Develop a ROW Strategy which should include desired widths and designs to optimise the functionality and utilisation of ROWs to respond to the existing local planning framework.	Section 4.5.3 of part 2 recognises the lack of an updated rights of way policy and the impact this may have on future development of Vincent.	Medium Term (5-10 years)

4.0 Planning Areas

The Strategy outlines seven planning areas that reflect the natural development around each of Vincent's Town Centres, as well as other key precincts, each offering opportunities for growth and transformation. The following section details each Planning Area, including key planning directions and actions to guide their development over the next 10-15 years.

The Planning Areas are grouped into four categories:

- 1. Town Centres and Precincts:** This group includes Vincent's existing activity nodes and development areas. These are categorised as Secondary (Leederville), District (North Perth – Fitzgerald Street, Mount Hawthorn, and Beaufort Street – Mount Lawley/Highgate), and key strategic precincts (Pickle District – West Perth, William Street – Northbridge, and East Perth – North Claisebrook).
- 2. Urban Corridors:** These major transport and activity routes are designated as urban corridors in the WAPC's Perth and Peel @ 3.5 million plan.
- 3. Neighbourhood and Local Centres:** These are local commercial hubs that cater to the immediate residential community, providing small to medium areas of commercial activity.
- 4. Future Investigation Areas:** These areas are identified for potential growth and redevelopment but lack a defined planning direction at this stage. They are subject to future planning investigations.

Table X: Maximum Dwelling Capacity and Dwelling Shortfalls – Planning Areas

Planning area	<u>Current</u> number of dwellings	<u>Minimum</u> number of dwellings required by State housing targets	<u>Additional</u> dwellings needed to meet State targets	<u>Maximum</u> number of dwellings current zoning allows	Dwelling <u>shortfall</u> under zoning potential
Town Centres and Precincts	1,595	3,967	2,372	16,643	15,048
Urban Corridors	10,142	14,123	3,981	15,611	5,469
Neighbourhood and Local Centres	103	98	-5	603	500
Future Investigation Areas	654	2,059	1,405	8,047	7,393
Remaining Areas	5,841	6,663	822	7,437	1,596
Total	18,335	26,910	8,575	48,340	30,005



Figure 3 - Established Vincent Activity Centres

4.1 North Perth Town Centre

The North Perth Planning Framework area is a culturally vibrant hub celebrated for its diverse community and historic charm. Its mix of local businesses, historic architecture, and strong community pride make it a cherished destination. With its strategic location and existing community spirit, North Perth has significant potential for future urban revitalisation, promising improved public spaces and a sustainable, inclusive urban environment.

Currently, the area is under investigation as part of the local planning framework for a new planning framework, with a key component being the understanding of the transport needs of the suburb and how it interacts with the Town Centre.

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
North Perth Town Centre	<p>To ensure the North Perth Town Centre continues to provide for its local community in line with the State Planning Framework.</p> <p>Provide an average residential density (dwelling per gross urban zone hectare within the walkable catchment) of between 25 to 35.</p>	<ol style="list-style-type: none">1. Establish a local planning framework to guide development within and around the North Perth Town Centre.2. Regularly review the local planning framework to ensure that the mechanism for development controls in and around the Town Centre are consistent with State Planning Frameworks and the community.	Section 4.3.1 of part 2 recognises the importance of the North Perth Town Centre as a district centre under SPP 4.2.	Short – Medium

4.2 North Claisebrook Precinct

The North Claisebrook Planning Framework area is an emerging hub of creative enterprises with a diverse resident population. Located north of the Graham Farmer Freeway (see map X), it benefits from robust active and public transport services. Vincent's North Claisebrook Planning Framework reflects extensive consultation with residents, visitors, and businesses to establish a clear vision and objectives for both the public and private realms within the precinct.

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
North Claisebrook Precinct	To ensure the North Claisebrook Precinct provides for its local community in line with the State Planning Framework.	<ol style="list-style-type: none">1. Implement, monitor, and review the North Claisebrook Planning Framework.2. Ensure that development controls, such as building height and incentives for community benefits, align with State Planning Frameworks and community expectations.3. Champion the relocation of concrete batching plants within the precinct to unlock opportunities for urban regeneration, paving the way for vibrant redevelopment and a more sustainable, liveable community.	Section 4.3.1 of part 2 recognises the importance of the North Claisebrook Precinct in delivering infill targets for Vincent.	Short – Medium

4.3 Pickle District Precinct

The Pickle District Planning Framework area is located within West Perth and nestled between Leederville and Northbridge. It boasts a vibrant blend of creative enterprises and serves as a vibrant arts hub for the broader Vincent community. With its unique character, iconic establishments, and industrial-style architecture, it possesses a truly unique identity.

The Pickle District Planning Framework represents extensive consultation with the resident, visitor and business community to provide a vision and objective for the public and private realm within the precinct.

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Pickle District Precinct	To ensure the Pickle District Precinct provides for its local community in line with the State Planning Framework.	<ol style="list-style-type: none">1. Implement, monitor, and review the Pickle District Planning Framework.2. Ensure that development controls, such as building height and incentives for community benefits, align with State Planning Frameworks and community expectations.3. Amend the Metropolitan Region Scheme to reclassify the Pickle District as 'Urban'.	Section 4.3.1 of part 2 recognises the importance of the Pickle District Precinct in delivering infill targets for Vincent.	Short – Medium

4.4 Mt Hawthorn Town Centre

The Mount Hawthorn Town Centre is distinguished by its one-of-a-kind landscape features and its deep-rooted historical significance. Stretching from Braithwaite Park in the western direction to Britannia Road in the south, it also encompasses Axford Park within its boundaries. Along Scarborough Beach Road, you'll find a traditional array of finely detailed shops, while to the north of Oxford Street, an evolving blend of businesses is gradually emerging.

In association with Vincent's current place-based approach to future planning for this Town Centre, Vincent is currently undertaking the creation of its own Mt Hawthorn Planning Framework document.

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Mt Hawthorn Town Centre	<p>To ensure the Mt Hawthorn Town Centre continues to provide for its local community in line with the State Planning Framework.</p> <p>Provide an average residential density (dwelling per gross urban zone hectare within the walkable catchment) of between 25 to 35 dwellings.</p>	<ol style="list-style-type: none">1. Establish a local planning framework to guide development to guide development within and around the Mt Hawthorn Town Centre.2. Regularly review the local planning framework to ensure that development controls in and around the Town Centre align with State Planning Frameworks and community expectations.	Section 4.3.1 of part 2 recognises the importance of the Mt Hawthorn Town Centre as a district centre under SPP 4.2.	Short – Medium

4.5 Leederville Town Centre

The Leederville Precincts Town Centre development is governed by the draft Leederville Precinct Structure Plan and Leederville Place plan.

4.6 William Street Precinct

The William Street Precinct is a unique blend of speciality retail and food market businesses by day and eclectic hospitality offering by night that attracts visitors from all over Perth. The centre stretches from Newcastle Street to the south to Bulwer Street in the North, with the areas character and identity shaped both by its diverse communities and the many heritage places which are listed on Vincent's and State Government's heritage register. Its placement adjacent to the City of Perth, poses a significant opportunity for the Town Centre with a number of new developments such as the new Edith Cowan University campus just outside of the precinct.

In association with Vincent's current place-based approach to future planning for this Town Centre, Vincent is currently undertaking the creation of its own William Street Planning Framework document.

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
William Street Precinct	To ensure the William Street Precinct continues to provide for its local community in line with the State Planning Framework.	<ol style="list-style-type: none">1. Establish a local planning framework to guide development within and around the William Street Precinct.2. Regularly review the local planning framework to ensure that development controls in and around the Town Centre align with State Planning Frameworks and community expectations.	Section 4.3.1 of part 2 recognises the importance of the William Street Town Centre as an urban corridor under SPP 4.2.	Short – Medium

4.7 Beaufort Street Town Centre

The Beaufort Street Town Centre, located between Walcott Street and St Albans Avenue within Mount Lawley/Highgate is has its own distinctive identity due to its location along a significant transit corridor within Vincent and beyond. It has a unique reputation as an area that boasts exciting new and established hospitality venues which services the low-density character areas to the West, as well as the higher density dwellings to the east.

In association with Vincent's current place based approach to future planning for this Town Centre, Vincent is currently undertaking the creation of its own Beaufort Street Planning Framework document.

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Beaufort Street Town Centre	<p>To ensure the Beaufort Street Town Centre continues to provide for it local community in line with the State Planning Framework.</p> <p>Provide an average residential density (dwelling per gross urban zone hectare within the walkable catchment) of between 25 to 35.</p>	<ol style="list-style-type: none">1. Establish a local planning framework to guide development within and around the Beaufort Street Town Centre.2. Regularly review the local planning framework to ensure that development controls in and around the Town Centre align with State Planning Frameworks and community expectations.	Section 4.3.1 of part 2 recognises the importance of the Beaufort Street Town Centre as a district centre under SPP4.2.	Short – Medium

4.8 Urban Corridors

Vincent recognises the importance to the Primary Regional Roads, Other Regional Roads and the Functional Road Hierarchy to ensure there is an effective network that enables inter-regional movement into, through and out of Vincent. While these key nodes provide for some specific redevelopment opportunities, Vincent recognises that inappropriate infill or increase in density along these roads has the capacity to exacerbate capacity and reduce the functionality of these roads. Similarly, it is recognised that the distribution of commercial activities beyond Vincent's allocated commercial areas potentially creates access and traffic conflicts along regional roads, which should be avoided.

Vincent has six urban corridors, identified under *Perth and Peel @ 3.5 million* (Refer map image) as well as an additional corridors recognised within the local planning framework. These include:

- Loftus Street
- Charles Street
- Scarborough Beach Road
- Oxford Street
- Fitzgerald Street
- Lord Street
- William Street
- Beaufort Street
- Newcastle Street
- Walcott Street
- Bulwer Street

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Corridor Development	<p>To unlock the development potential along urban corridors, while still safeguarding the residential amenity of surrounding areas, development should be encouraged where it can transition between long established heights to new development height.</p>	<ol style="list-style-type: none"> 1. Investigate opportunities to provide incentives for community benefit to encourage lot amalgamation and appropriate transition between high-density mixed-use to lower density residential along each corridor. 2. Ensure appropriate controls are within local planning framework to ensure development can continue to occur along each of Vincent's corridors, ensuring this does not detrimentally impact the function of the existing Town Centres. 3. Develop a local planning framework mechanism to consider context specific land use and development controls for each major urban corridor within Vincent, not otherwise dealt with. 	<p>Section 4.3.1 of part 2 recognises the role that urban corridors play in the development of Vincent.</p>	<p>Medium – Long</p>

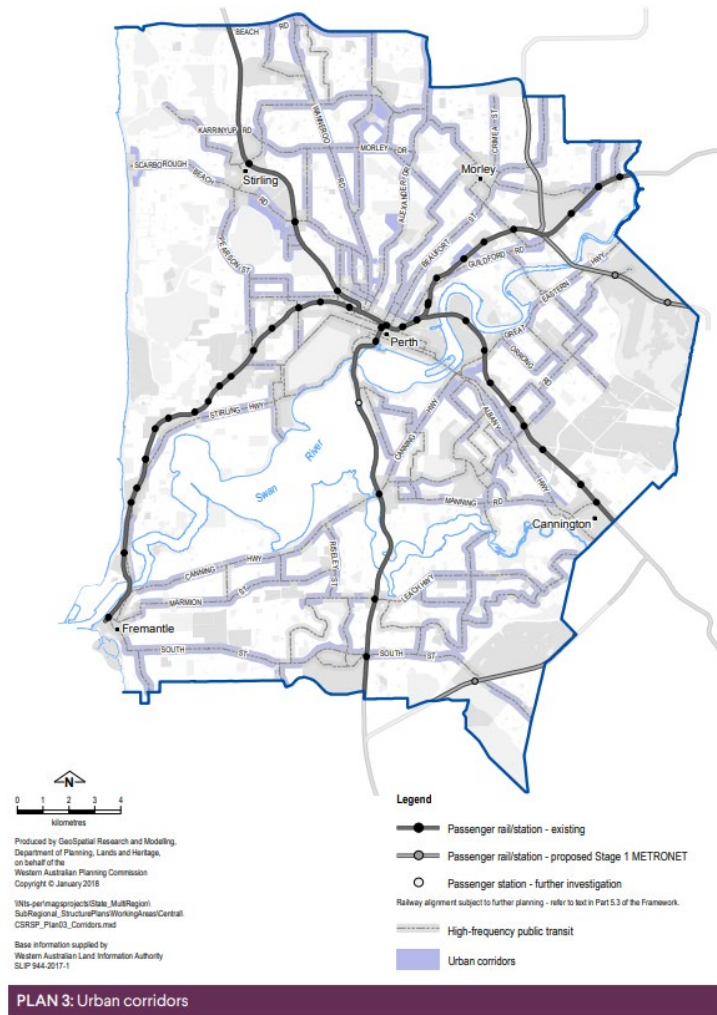


Figure 4 - Extract of Urban Corridors (Perth and Peel @ 3.5mil)

4.9 Neighbourhood and Local Centres

State Planning Policy 4.2: Activity Centres provides a framework for developing and managing activity centres, including neighbourhood and local centres, within the Perth metropolitan area and Peel region. Neighbourhood centres typically address the everyday needs of nearby residents, offering various retail, service, and community facilities. Local centres, serving a larger catchment, provide a broader mix of uses, such as commercial, recreational, and employment opportunities.

SPP 4.2 aims to create and enhance these centres to foster vibrant, connected, and sustainable communities, support economic growth, and ensure efficient land use. In Vincent, neighbourhood and local centres are crucial in shaping the urban environment and improving residents' quality of life. These centres act as community hubs, facilitating social interaction, local commerce, and access to essential services. By aligning with SPP 4.2, Vincent can use its neighbourhood and local centres to promote walkability, reduce car dependency, and improve overall liveability. Encouraging mixed-use development and higher-density infill around these centres will enhance land use efficiency and contribute to Vincent urban sustainability. Vincent has identified 10 neighbourhood and local centres in this strategy (see map).

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Neighbourhood and Local Centres	To ensure relatively small-scale development to cater the needs of the immediate locality in line with the requirement of State Planning Policy 4.2.	<ol style="list-style-type: none">1. Review the existing number and classification of centres within the centre. Explore opportunities for new centres to be included.2. Investigate opportunities to and provide planning frameworks for neighbourhood and local centres, to provide suitable dwelling density and land uses in line with state government requirements.	Section 4.3.1 of part 2 recognises the role that neighbourhood centres and local centres provide to the various precincts of Vincent.	Short – Medium term

5.0 Future Investigation Areas

5.1 East Perth Power Station

The East Perth Power Station (EPPS) site, a historic landmark on the Swan River at the eastern edge of Vincent, spans over 8 hectares. It is bordered by East Parade, Summers Street, the Derbarl Yerrigan (Swan River), and the Graham Farmer Freeway, featuring expansive waterfront views and significant industrial heritage. It is currently under the control of DevelopmentWA. The area to the North of the site, between East Parade and the Derbarl Yerrigan (Swan River) includes additional sub station infrastructure and residential housing up to Warndoolier (formerly Banks Reserve).

Surrounding Land Use

The site's southern boundary is marked by the Primary Regional Road Reservation for the Graham Farmer Freeway, with East Parade to the west and the Swan River to the east. To the north, the land is occupied by low to medium-density residential areas that stretch along the Swan River up to Vincent's boundary.

With its prime location and considerable size, the East Perth Power Station site has significant potential for future development. Its close proximity to the Perth CBD and its historical importance offer a unique chance for urban renewal that blends heritage preservation with modern urban living. As Vincent's population grows, this site is poised to become a dynamic centre of culture, commerce, and community, enhancing Perth's urban fabric. A significant threat to this precinct is the concrete batching plants to the west of this site, which presents as an undesirable use of land uncomplimentary to the eventual redevelopment of the power station. This strategy recognises the importance that inner urban areas have on infill development and recommend that future use encourages appropriately designed and sustainable infill housing.



Figure 5 - East Perth Power Station Future Investigation Area Extract

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
East Perth Power Station	Facilitate the redevelopment of the East Perth Power Station site.	<ol style="list-style-type: none"> 1. Champion infill development within the East Perth Power Station site to unlock opportunities for urban regeneration, paving the way for vibrant redevelopment and a more sustainable, liveable community. 2. Review surrounding density to the North of the EPPS to provide an adequate transition from the subject site and to encourage infill development opportunities. 	Section 4.3.1 of part 2 recognises the potential this site has to dwelling yields within Vincent.	Short – Medium Term

5.2 Glendalough Station Precinct

Located 6 km from Perth's CBD, Glendalough Train Station is ideally positioned for Transit-Oriented Development. Currently, the station lacks a distinct focal point, with predominantly industrial and commercial activities to the north of Scarborough Beach Road and residential areas to the south. The region north of Scarborough Beach Road and west of the Mitchell Freeway falls within the City of Stirling.

Surrounding Land Use

The land use within Vincent around Glendalough Train Station shows a relatively uniform and inefficient pattern within a 400-metre radius of the station. This area (outlined in dashed grey below) consists mainly of single or two-storey grouped or single dwellings, with current residential density constraining development.

In contrast, the City of Stirling has designated land to the north for increased density and redevelopment, allowing heights of up to 14 storeys. It is crucial to acknowledge this and ensure that future development within Vincent aligns with the neighbouring area's density and land use to support effective transit-oriented development and orderly planning. Currently, Vincent has 847 dwellings, or 25.1 dwellings per hectare, within the 400-metre catchment of the train station.

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Glendalough Station Precinct	Facilitate the orderly and proper development of the Glendalough Station Precinct in line with neighbouring local government areas.	1. Investigate opportunities for additional dwelling growth in consultation with the community and other relevant stakeholders.	Section 4.3.1 of part 2 recognises the potential this area has to providing increased density to the area.	Short – Medium Term



Figure 6 - Glendalough Precinct Future Investigation Area Extract

5.3 Lord Street West Precinct

The area known as the 'Lord Street West Precinct' is the area bounded by Bulwer, Beaufort, Newcastle and Lord Street. The precinct includes both Loton Park and Weld Square, the Lacey Street Character area and directly abuts the North Claisebrook Precinct to the East. The area includes a mix of residential and commercial buildings. It is a largely undeveloped and underutilised portion of Vincent, noting its proximity and enviable location to public transport as well as the broader road network via connections to the Graham Farmer Freeway.

Surrounding Land Uses

The south west of the area, bordered by Beaufort Street, is comprised of commercial land holdings, shops and 'quiet commercial' (i.e. offices, accounting suites). The south of the precinct is a mix of single storey character buildings, some older light industrial buildings and newer mixed use residential complexes. The northern part of the precinct includes Loton Park (Stadium) and the Lacey Street Character area.

The Lord Street West Precinct in Vincent features a mix of historic and modern buildings, attracting businesses and residents alike, and benefits from excellent connectivity and vibrant commercial activity. However, underutilised areas, particularly around the Brisbane Street car parks, and some ageing buildings, hinder its potential. Strategic development of these spaces into mixed-use areas could revitalise the precinct, boosting its appeal and economic activity.

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Lord Street West Precinct	Facilitate the measured and long-term redevelopment of the Lord Street West Precinct	1. Investigate opportunities for additional dwelling growth in Future Investigation Areas and Urban Corridors in consultation with landowners, the community and other relevant stakeholders.	Section 4.3.1 of part 2 recognises the potential this area has to providing increased density to the area.	Short – Medium Term

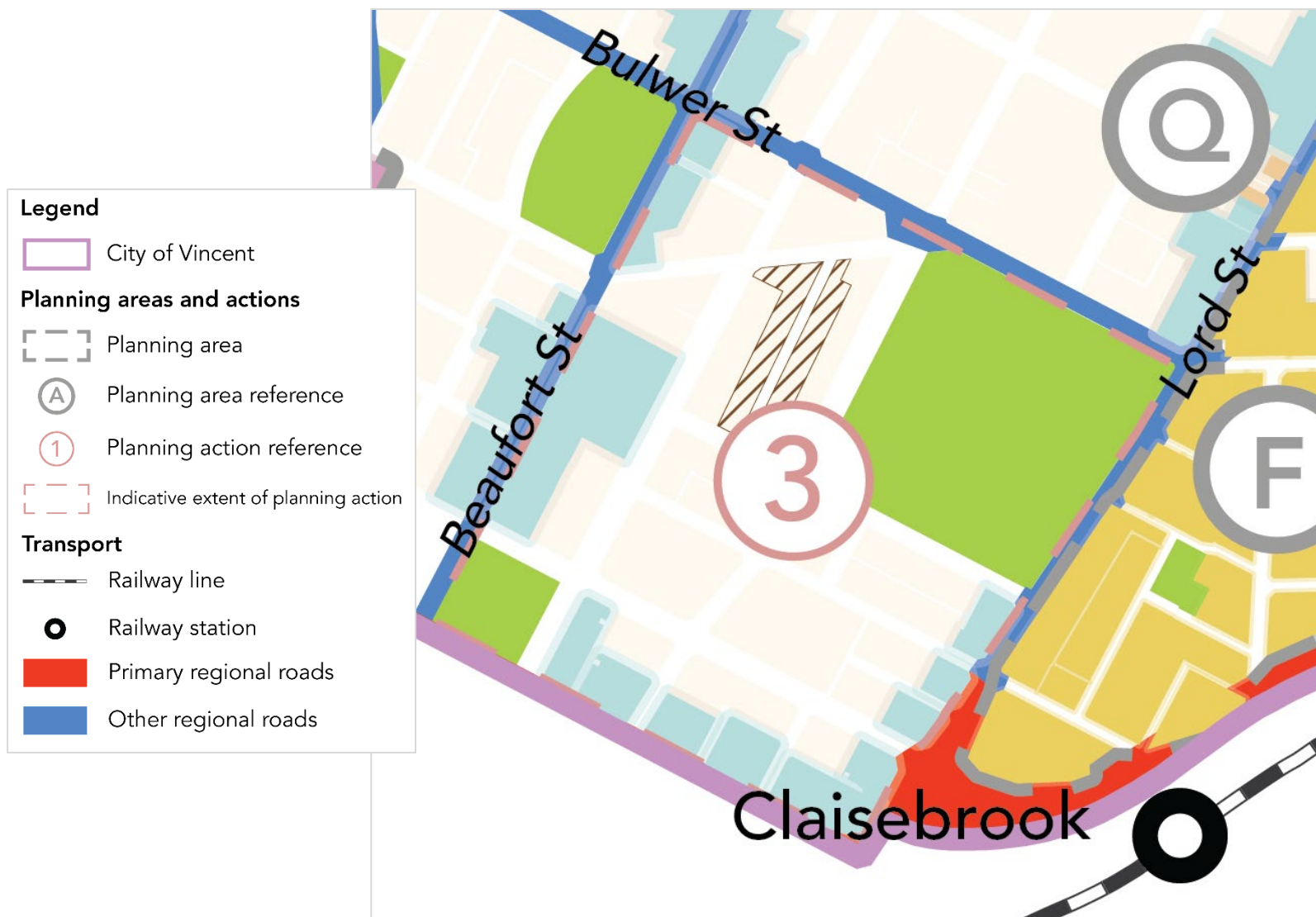


Figure 7 - Lord Street West Future Investigation Area Extract

5.4 Charles Street and Scarborough Beach Road Commercial Precinct

The Charles Street and Scarborough Beach Road (SBR) Commercial Precinct is located at the intersections of Charles Street, Scarborough Beach Road and Angove Street, North Perth. It is a centre that has organically grown over the years, with business primacy originally focused around the service station to the North West of the intersection and has sprawled to various levels of commercial and limited residential around the centre.

Surrounding land use

The SBR Commercial area includes a service station and fast-food restaurant to the north of the intersection, two storey in part commercial to the west of the intersection and a mix of retail and hospitality offerings to the east. Recent approvals along the corridor to the south of the precinct support the growth of the precinct, however this should not be at the detriment of the nearby North Perth Town Centre, located to the east along Angove Street. Further planning is required for the precinct to support both its expanding business community while still creating development which is respectful to the surrounding area.

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
Charles Street and Scarborough Beach Road Commercial Precinct	Facilitate the measured and long term redevelopment of the Lord Street West Precinct	1. Investigate opportunities for additional dwelling growth in Future Investigation Areas and Urban Corridors in consultation with landowners, the community and other relevant stakeholders.	Section 4.3.1 of part 2 recognises the potential this area has to providing increased density to the area.	Short – Medium Term

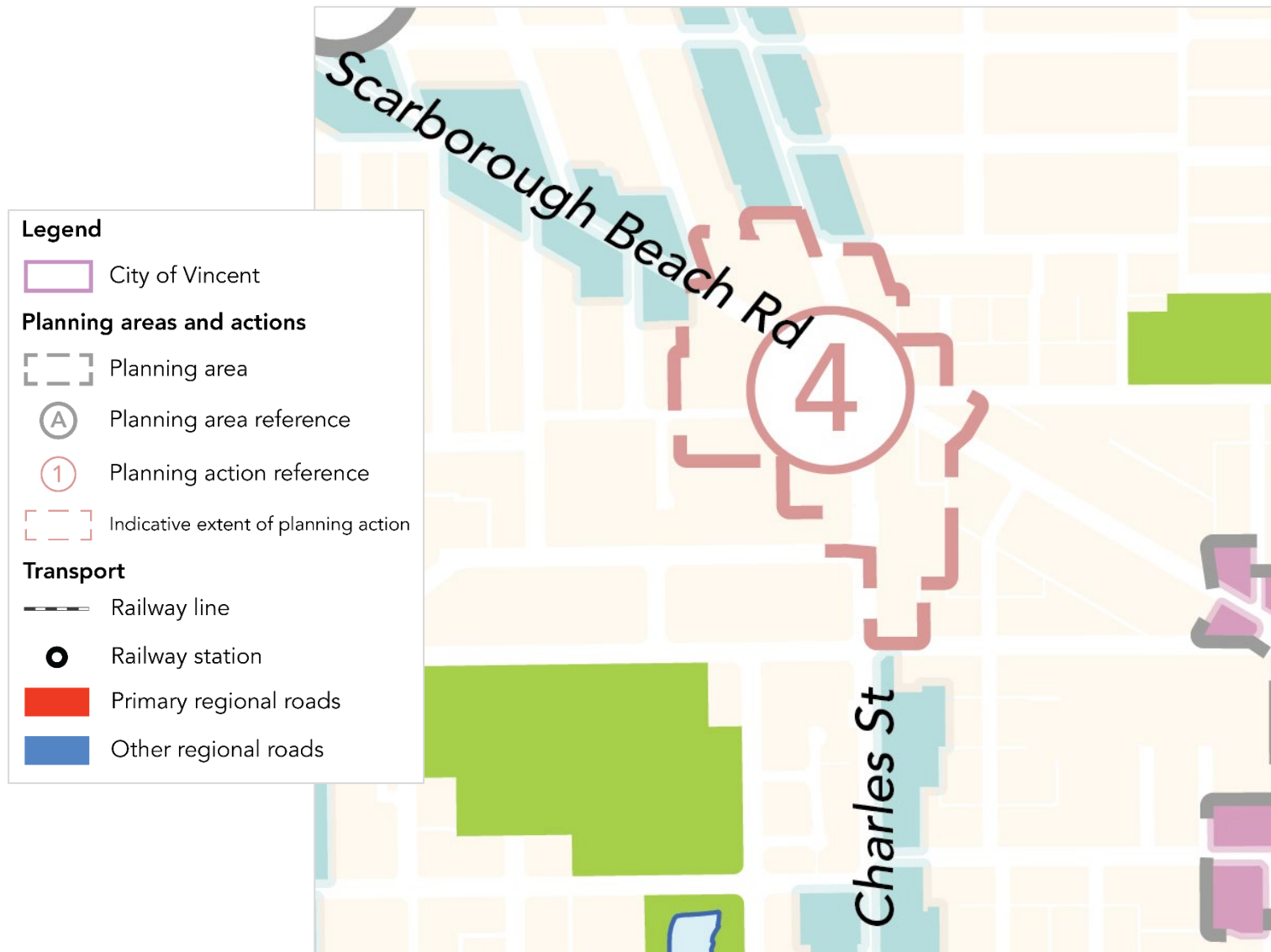


Figure 8 - SBR and Charles Street Future Investigation Area Extract

Part Two

1.0 Introduction

The purpose of Part Two is to provide the rationale and evidence base for Part 1.

It provides the relevant background information and analysis which supports the planning directions and actions outlined within Part 1 of the local planning strategy. This part provides a summary of the relevant State, regional and local planning contexts and their implications for the local planning strategy. A local government profile is also included that provides a presentation and analysis of information relating to the demographic profile of Vincent and the key planning issues and opportunities influencing future development and land use of Vincent.

1.1 Stakeholder and Community Engagement

1.1.1 Engagement Process

As part of the preparation of this Local Planning Strategy, a full review was undertaken of the existing City of Vincent Local Planning Strategy (2016), as well as building on its recently endorsed Strategic Community Plan (2022-2032). Imagine Vincent: The Sequel is the name of Vincent's community engagement project to inform the review of the Strategic Community Plan. The project was held between March 2022 to June 2022 and included 13 pop up events, three workshops, surveys (both online and in person) as well as other standard notification methods. Over 800 submissions were received as part of the engagement.

The feedback from engagement on Imagine Vincent: The Sequel has informed the broad direction of this local planning strategy, which provides an endorsed approach by the community which is reflected in the six pillars of:

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

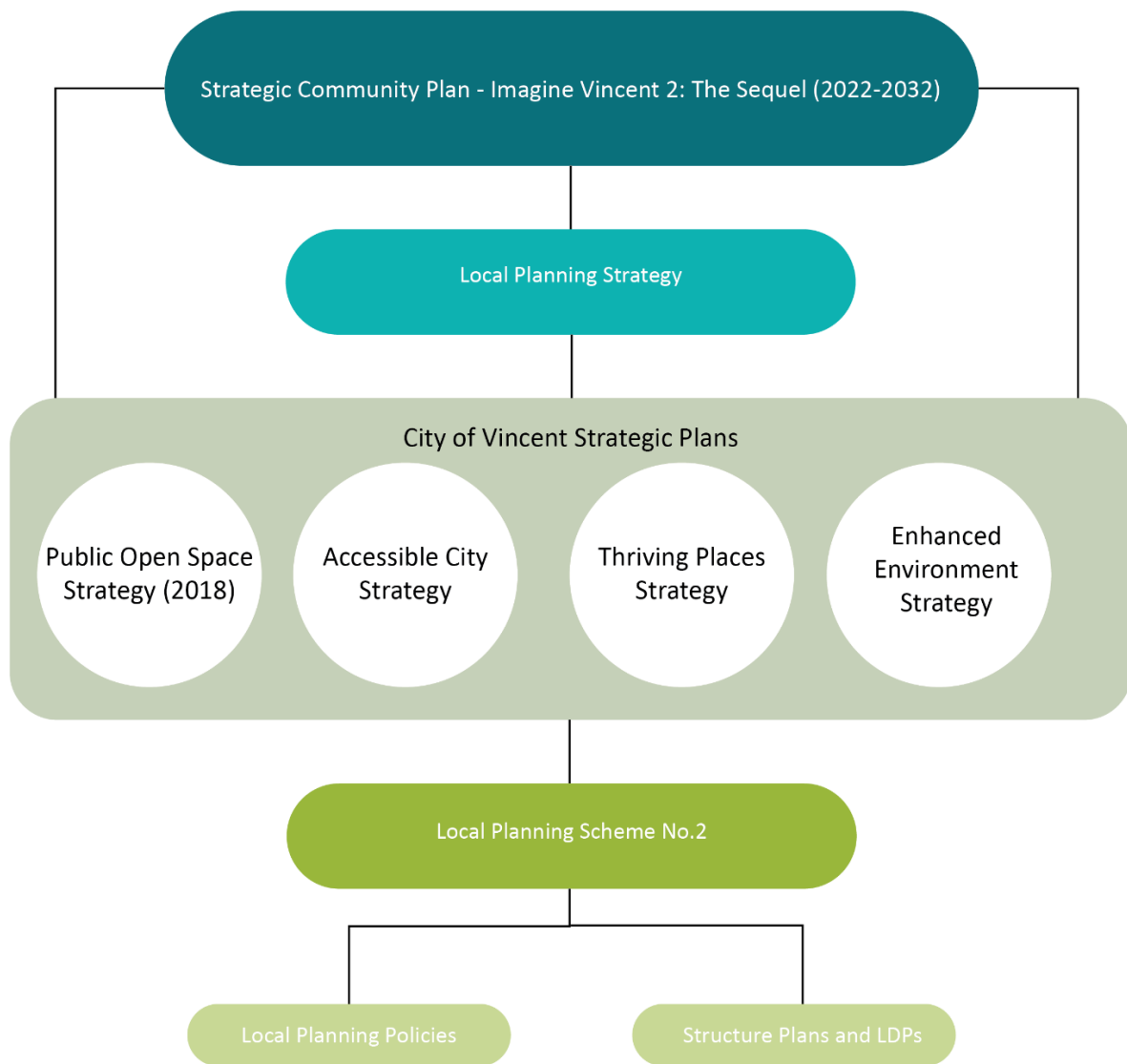


Figure 9 - Hierarchy of Vincent Local Framework

In addition to the extensive feedback received as part of this project, Vincent has been undertaking targeted consultation within its Town Centres as part of its review into its local planning framework.

2.0 State and Regional Planning Context

2.1 State Planning Strategy 2050

The State Planning Strategy provides the strategic context and basis for the coordination and integration of land use planning and development across Western Australia, regional and local levels. It contemplates a future in which high standards of living, improved public health and an excellent quality of life are enjoyed by present and future generations of Western Australians.

The State Planning Strategy proposes that diversity, liveability, connectedness and collaboration must be central to achieving the vision of sustained growth and prosperity, and establishes principles, strategic goals and directions to ensure the development of the State progresses towards this vision.

Vincent's community vision and this Local Planning Strategy, aligns with the overall objectives and principles of the State Planning Strategy within the key strategic directions of economic development, physical infrastructure, social infrastructure and the environment as evident by the breadth of the various informing strategies that Vincent has established since the previous iteration of the local planning strategy in 2016.

2.2 State Planning Policies

State Planning Policies (SPPs) are prepared under Part 3 of the *Planning and Development Act 2005* and provide the highest level of planning policy control and guidance in Western Australia. SPPs considered to be specifically relevant to Vincent are outlined and described in Table 6.

Table 6: State Planning Policy overview and local planning strategy implications and responses

State Planning Policy	SPP Number	Policy Overview	Local Planning Strategy Implications and Responses
State Planning Policy 1 – State Planning Framework (SPP 1.0) (November 2017)	1.0	<p>SPP 1.0 restates and expands on the key principles of the State Planning Strategy in planning for sustainable lands use and development. It brings together existing State and regional policies, strategies and guidelines within a central State Planning Framework, which provides a context for decision making on land use and development in Western Australia.</p> <p>The Framework informs the Western Australian Planning Commission (WAPC), local government and others involved in the planning process on State level planning policy which is to be taken into consideration, and given effect to, in order to ensure integrated decision-making across all spheres of planning.</p> <p>The Framework identifies relevant policies and strategies used by the WAPC in making decisions and may be amended from time to time. The framework is the overarching SPP. Additional SPPs set out the WAPC's policy position in relation to aspects of the State Planning Strategy principles.</p>	Noted. No specific planning response is required through the Strategy
State Planning Policy 2.0 – Environment and Natural Resources Policy (SPP 2.0) (June 2003)	2.0	SPP 2.0 is a broad sector policy and provides guidance for the protection, management, conservation, and enhancement of the natural environment. The policy promotes responsible planning by integrating environment and natural resource management with broader land use planning and decision-making.	SPP2.0 will influence land use planning within proximity to key conservation areas such as bushland reserves as well as the Swan River.

State Planning Policy	SPP Number	Policy Overview	Local Planning Strategy Implications and Responses
		SPP 2.0 outlines general measures for matters such as water, air quality, soil and land quality, biodiversity, agricultural land and rangelands, basic raw materials, marine resources, landscapes and energy efficiency. These general measures should be considered in conjunction with environmentally-based, issue-specific State planning policies which supplement SPP 2.0.	
State Planning Policy 2.8 – Bushland Policy for the Perth Metropolitan Region (SPP 2.8) (June 2010)	2.8	<p>SPP 2.8 seeks to provide a policy and implementation framework that will ensure bushland protection and management issues in the Perth Metropolitan Region are appropriately addressed and integrated with broader land use planning and decision-making. The primary purpose of the policy is to secure the long-term protection of biodiversity and associated environmental value sites, being Bush Forever areas.</p> <p>The policy recognises the protection and management of significant bushland areas as a fundamental consideration in the planning process, while also seeking to integrate and balance wider environmental, social and economic considerations.</p> <p>The policy supports the preparation of local bushland protection strategies to enable the identification of locally significant bushland sites for protection and management outside Bush Forever areas.</p>	<p>As there is only a comparatively minor portion of land (approximately 2000m²) within Vincent that is occupied by Bush forever site 314, abutting the Swan River the impact this policy will have on Vincent is slight.</p> <p>Any part of the planning framework that abuts this area will need to demonstrate that the protection and management of the identified bushland assets will not be negatively impacted.</p>
Draft State Planning Policy 2.9 – Planning for Water (SPP2.9) (August 2021)	2.9	SPP 2.9 seeks to ensure that planning and development considers water resource management and includes appropriate water management measures to achieve optimal water resource outcomes. The policy establishes objectives relating to improving environmental, social, cultural and economic values of water resources; protecting public health through appropriate water supply and wastewater infrastructure; sustainable use of water resources and managing the risk of flooding and water related impacts of climate change on people, property and infrastructure.	SPP 2.9 will influence land use planning and development that may impact upon water resources, which particularly applies to the Swan River, in addition to encouraging water sensitive urban design techniques in future development of private and public land, inclusive of drainage and irrigation.

State Planning Policy	SPP Number	Policy Overview	Local Planning Strategy Implications and Responses
State Planning Policy 2.10 – Swan-Canning River System (SPP 2.10) (December 2006)	2.10	SPP 2.10 provides a framework for consistent and integrated decision-making in relation to planning proposals over the Swan and Canning river and its foreshore to ensure activities land use and development maintains and enhances the health, amenity and landscape values of the river, including its recreational and scenic values. SPP 2.10 sets out overarching guiding principles for the entire river together with precinct-based performance criteria and objectives to be achieved for certain parts of the river as defined in the policy. The guiding principles include social benefits, environmental values, cultural and natural heritage and design and development, such as securing public access to the river, maintaining a sense of place, protecting the natural environment, conservation of cultural and natural heritage elements of the river and its setting and promoting sensitive design and built form.	The Swan River adjoins Vincent's municipal boundary to the southeast. Future planning proposals along the Swan River foreshore must consider State-level requirements as set out in SPP 2.10, the Swan Canning River Protection Strategy and the Healthy Rivers Action Plan. It is noted that no specific planning response is required through the Strategy.
<u>Historic Heritage Conservation</u>	3.5	To set out the principles of sound and responsible planning for the conservation and protection of Heritage. This includes development control principles that should be considered for development applications for places on the heritage list or within a heritage area within the scheme.	Given the majority of SPP3.5 is largely overridden by the Heritage Act and Regulations, the Strategy recognises the currently under review Heritage Policy framework in Vincent, which Vincent will proceed with.
<u>Infrastructure Contributions</u>	3.6	SPP 3.6 sets set out the principles and requirements that apply to the establishment and collection of infrastructure contributions in new and established areas. The policy establishes objectives to coordinate the efficient and effective delivery of infrastructure to support population growth and development; provide clarity on the acceptable methods of collecting and coordinating contributions for infrastructure and provide the framework for a transparent, equitable, and accountable system for apportioning, collecting and spending contributions.	The Strategy addresses the infrastructure needs of the community based on growth forecasts and targets. SPP 3.6 will become important in guiding any proposals for shared infrastructure cost funding for infrastructure required as a result of infill development into the future.

State Planning Policy	SPP Number	Policy Overview	Local Planning Strategy Implications and Responses
<u>Bushfire</u>	3.7	Direction how land use should address bushfire risk management. This applies to all land which has been designated as 'Bushfire Prone' by the Department of Fire and Emergency services.	Any development affected by the most current bushfire prone designation risks are required to comply with the provisions of the Planning and Development (Local Planning Schemes) Deemed Provisions. Vincent is affected by a comparatively small area of remnant bushfire prone vegetation abutting the Swan River.
<u>Industrial Interface</u>	4.1	Aims to prevent conflicts and encroachment between industrial and sensitive land uses. It ensures that planning decisions account for the locational constraints of land uses, significant investments, and community benefits and costs. The policy promotes appropriate siting and operational certainty for industrial areas while protecting health and amenity for people and the environment	Vincent has one significant area of industrial zoning, located in West Perth. SPP4.1 will necessitate careful planning to avoid land use conflicts between industrial activities and sensitive uses such as residential or commercial areas. The policy will require Vincent to establish appropriate transition zones and consider potential health and amenity impacts in planning decisions. Additionally, existing and future industrial impacts must be managed to ensure long-term operational certainty for industries while safeguarding community health and environmental quality.
<u>Activity Centres</u>	4.2	Identifies key centres for economic development and future growth as well as set out the framework of assessment of these community hubs providing guidance for the activity centre hierarchy, land uses, employment, urban form, movement and access. SPP 4.2 provides the framework for activity centre function and land use guidance, such as retail needs and sustainability assessment, relevant for individual development proposals or larger scale structure	Vincent has several recognised activity centres within its boundaries including: <ul style="list-style-type: none"> – Leederville (Secondary Centre); and – Highgate/Mount Lawley, Mount Hawthorn, Fitzgerald Street (North Perth) and Glendalough (District Centre).

State Planning Policy	SPP Number	Policy Overview	Local Planning Strategy Implications and Responses
		planning of areas and precincts, to ensure appropriate land uses are located near established activity centres.	Owing to Vincent's unique place based, Town Centre planning approach, a number of other local and neighbourhood centres are recognised for their strategic importance within the Strategy. The Strategy provides the overall guidance of the development of these centres in line with SPP 4.2.
<u>Road and Rail Noise</u>	5.4	SPP 5.4 provides for the assessment and guidance on development alongside state strategic freight and major traffic routes as well as other significant freight and traffic routes. Specific development guidelines exist under SPP 5.4 to ensure indoor and outdoor noise levels remain within appropriate levels according to sensitivity of use.	Vincent has multiple transport corridors that trigger consideration of noise. Where required, assessment of noise levels and land use and built form design responses will be addressed through more detailed precinct planning and consideration of development applications as per SPP 5.4.
<u>Design of the Built Environment</u>	7.0	SPP 7.0 addresses the design quality of the built environment in order to deliver economic environmental, social and cultural benefit.	The SPP will apply generally though the preparation of more detailed precinct plans, and consideration of development applications as per the requirements of the SPP.
<u>Precinct Design</u>	7.2	The Precinct guidelines provides the guidance for detailed planning for existing urban areas that may be particularly complex (i.e., activity centres). The guidelines provide for the replacement of structure plans and activity centre plans by a new statutory instrument, the precinct plan.	The Strategy identifies the existing Town Centres, which are at the core identity of Vincent. Owing to these unique areas, the Strategy provides commentary on their existing built form and desired future character which is to be guided by separate precinct planning work for these areas. These planning areas will have regard for the principles of SPP7.2.

State Planning Policy	SPP Number	Policy Overview	Local Planning Strategy Implications and Responses
<u>Residential Design Codes Volumes 1 and 2</u>	7.3	<p>Volume 1: The Residential Design codes provides the basis for controls of residential development across Vincent and State. Currently, the R-Codes provides a ‘deemed to comply’ pathway for development, which represents one way a development can obtain planning approval, as well as ‘design principles’ for development which provides for a merits-based assessment of a proposal. Provisions of the R-Codes may be varied, which can be achieved through a local planning policy, local development plan or via specific provisions within the Local Planning Scheme.</p> <p>Volume 2: Residential Design Codes for Apartments, establishes a framework for high-quality, sustainable, and liveable apartment development in Western Australia. It aims to enhance the built environment by promoting functional, aesthetically pleasing, and ecologically sustainable designs that respect the local context. The policy outlines ten design principles, including context and character, landscape quality, built form and scale, functionality, sustainability, amenity, legibility, community, aesthetics, and safety. It provides performance criteria and acceptable outcomes for developers, offering flexibility and innovation in meeting the standards. Implemented through local planning schemes, SPP 7.3 Volume 2 ensures that apartment developments contribute positively to vibrant, sustainable communities.</p>	<p>The R-Codes currently apply across Vincent. However, due to Vincent’s extensive consultation with its community, replaces large parts of the R-Codes with its own zone-specific set of provisions for development within its Built Form Policy and various other local planning policies which provide context specific guidelines for new development. The Strategy makes recommendations regarding the residential zoning of land and densities and contains general objectives relating to the form and function of precincts and buildings which may inform future Scheme provisions which vary, modify or augment the R-Codes.</p>

2.3 Regional Planning Context

The WAPC prepares various regional planning instruments to guide land use and development at the regional and sub-regional level, including:

- Regional and sub-regional planning strategies and structure plans
- Regional Planning Schemes

Regional planning instruments considered to be specifically relevant to Vincent are outlined and described in **Table 7**.

Table 7: Regional planning instrument overview and local planning strategy implications and responses

Regional Planning Instrument	Regional Planning Instrument Overview	Local Planning Strategy Implications and Responses
<u>Metropolitan Region Scheme</u>	The Metropolitan Region Scheme (MRS) outlines objectives for regional development and provides a statutory mechanism to assist strategic planning, by setting out broad land-use zones, setting aside areas for regional open space, protection of environmental values and other regional infrastructure purposes, and assisting in coordinating the provision of major infrastructure. Local government planning (including local planning schemes) is required to be consistent with the broad land uses under the MRS.	<p>The land use direction in the Strategy aligns with the applicable MRS zones and reserves.</p> <p>Further investigation is required for Vincent's West Perth Precinct or 'Pickle District' to ensure the MRS zoning is consistent with the intent of the area now and into the future.</p>
<u>Perth and Peel @ 3.5m</u>	<p>In March 2018, the WAPC released the finalised <i>Perth and Peel @ 3.5 million</i> and sub-regional frameworks, of which the Central Sub-regional Planning Framework is applicable to Vincent. The final documents strive for a compact and connected City, reducing urban sprawl and the associated impacts this has on building for healthy communities.</p> <p><i>Perth and Peel @ 3.5 million</i> replaced and reassessed the Direction 2031 dwelling targets and estimates 800,000 new homes are required to accommodate the projected population growth of 3.5 million by 2050. Approximately 213,130 of new infill dwellings are expected to be delivered in Perth's Central Sub-region, with Vincent allocated 11,490.</p>	<p>Over the past three years, dwelling growth trends suggest the market could deliver 6,032 new homes in Vincent by 2050. However, Vincent's planning framework allows for more growth than the targets set in <i>Perth and Peel @ 3.5 million</i>. Major developments are expected in East Perth, Claisebrook, and Leederville, with additional growth in other Town Centres.</p> <p>Several projects in these areas are in the early planning stages. Vincent is on track to meet its infill density targets by focusing development along major transport corridors</p>

Regional Planning Instrument	Regional Planning Instrument Overview	Local Planning Strategy Implications and Responses
		<p>and near sustainable transport links. There is an opportunity to review the strategy's outcomes against both community expectations and state government goals.</p> <p>A key focus will be reviewing Town Centres and transit corridors to explore whether these areas could expand to support future growth. The review will also consider density provisions in character areas to ensure they align with local needs.</p>
<u>Central Sub-regional Framework (March 2018)</u>	<p>The Central Sub-regional Planning Framework (the Framework) provides high level guidance for the growth of the Central sub-region of the Perth Metropolitan Area, and forms part of the <i>Perth and Peel @ 3.5 million</i> suite of strategic land use and infrastructure plans.</p> <p>The Central Framework provides high-level guidance regarding where new homes and jobs will be located, how to make best use of existing and proposed infrastructure and how best to protect the natural environment to allow sustainable growth within the Central sub-region.</p>	<p>In line with the Central Sub-regional Planning Framework, the Strategy seeks to facilitate increased residential development with diverse housing options and create new opportunities for additional dwelling capacity within centres and surrounding transport corridors/stations.</p>

2.4 Operational Policies

Operational policies guide decision-making in relation to subdivision and development applications. Those operational policies considered relevant to the local planning strategy are listed and described in Table X.

Policy	Policy Overview	Local Planning Strategy Implications and Responses
<u>Development Control Policy 1.5 (DC 1.5) Bicycle Planning</u>	The aim of this policy is to plan for the safe and convenient movement of cyclists. It addresses the development of cycling networks, facilities in new subdivisions, and bicycle and end-of-trip facilities.	Vincent's framework and informing strategies responds to DC 1.5. Vincent maintains provisions for bicycle storage and end of trip facilities for developments that are periodically updated as part of Vincent's ongoing policy review.
<u>Development Control Policy 1.6 (DC 1.6) Planning to support transit use and Transit oriented Development (January 2006)</u>	This policy seeks to maximise the benefits to the community of an effective and widely-used public transit system by promoting planning and development outcomes that will support public transport use and achieve more effective integration of land use and public transport infrastructure.	The Strategy aligns with the principles of DC 1.6 and will further promote transit-oriented development in Leederville, Claisebrook and West Perth with optimal use of land and development intensity around the Leederville, City West and Claisebrook train stations. An identified shortfall of the current strategy is the interface to the Glendalough Train Station. This will be addressed in the new strategy.
<u>Development Control Policy 1.7 (DC 1.7) General Road Planning</u>	This policy establishes the requirements for land contributions and the construction of various categories of roads. It also outlines principles that apply to aspects of the planning and provision of all types of roads and clarifies the role of roads as service corridors for public utilities.	The Strategy is consistent with the functional road classification set out in this policy.
<u>Operational Policy 2.2 (OP2.2) Residential Subdivision</u>	This policy outlines a consistent approach to creating residential lots throughout Western Australia. Its objectives include ensuring that each lot has suitable amenities, services, and access, and facilitating the supply of lots in regular shapes and sizes in line with local planning schemes. The policy measures encompass general requirements for subdivision	The Strategy is consistent with the overall application of this policy as it relates so residential subdivision within the urban areas of Vincent.

Policy	Policy Overview	Local Planning Strategy Implications and Responses
	applications, considerations for utility service provision, and the need for compliance with water-sensitive urban design principles. The WAPC emphasises the provision of reticulated sewerage and underground power in new subdivisions, the retention of significant trees, and the importance of uniform, visually permeable fencing along public reserves	
<u>Development Control Policy (2.3) Public Open Space</u>	The "Development Control Policy 2.3 Public Open Space" mandates that developers allocate 10% of subdivisible land for public open spaces in residential areas. This policy ensures adequate recreational areas, balancing passive and active needs, and includes guidelines for flexibility and contemporary urban planning challenges. It aims to maintain the relevance and effectiveness of public open space provisions in urban developments.	Vincent's Public Open Space provides a key component of the overall health and wellbeing of the community. In line with DCP2.3, the continued subdivision of land and increase in population presents an opportunity to leverage greater public open space contributions.
Development Control Policy (5.1) Regional Roads	The policy outlines principles for managing vehicle access to developments abutting regional roads to ensure traffic flow and safety. It emphasises minimising junctions and driveways to reduce congestion and accidents. Key objectives include improving traffic efficiency and safety by controlling access to regional roads.	This Development Control Policy has implications on the citing and management of vehicular access along major transport links as well as the various corridors within Vincent.

2.5 Position Statement and Guidelines

Position statements are prepared by the WAPC to set out its policy position or advice on a particular planning practice or matter. Guidelines provide detailed guidance on the application of WAPC policies. Those WAPC position statements or guidelines considered relevant are included in Table X.

Position statement/guidelines	Overview	Local Planning Strategy Implications and Responses
<u>Residential Accommodation for Ageing Persons (Dec 2020)</u>	This Position Statement has been prepared by the WAPC to outline the requirements to support the provision of residential accommodation for ageing persons within Western Australia's local government planning framework. The position statement seeks to achieve consistent strategic planning consideration of residential accommodation needs for ageing persons in local planning strategies and consistent statutory planning guidance to standardise land-use definitions and zoning permissibility for residential accommodation for ageing persons in local planning schemes.	The Strategy recognises the need to develop a strategy for services, facilities and accommodation for Vincent's ageing population. Appropriate statutory planning guidance will need to be considered in Vincent's review of its Scheme.
<u>Expenditure of Cash-in-Lieu of Public Open Space (Oct 2020)</u>	This position statement has been prepared by the WAPC to ensure that the cash-in-lieu for open space is expended in accordance with the requirements of the Planning and Development Act 2005. The position statement provides guidance on the requirements for the use of cash-in-lieu funds for public open space (POS) and encourages the use of cash-in-lieu funds for the provision and betterment of open spaces for the community.	Any future Scheme or Local Planning Policy provisions relating to the expenditure of cash-in-lieu of POS must be consistent with the guidance provided in the WAPC's position statement.
<u>Housing on lots less than 100m² (June 2019)</u>	This position statement has been prepared by the WAPC to outlines the interim guidance for subdivision and house design on lots less than 100m ² , proposed on land where a structure plan is required to ensure consistent application and implementation throughout Western Australia. The position statement provides criteria and guidance for the consideration and determination of integrated subdivision of housing on lots less than 100m ² including location, siting and configuration.	The Strategy recognises the need to provide a diverse range of housing types within Vincent to accommodate a mix of household structures and demographics. Housing growth has been appropriately located within close proximity to activity centres and key public transport nodes / corridors consistent with WAPC policy.

Position statement/guidelines	Overview	Local Planning Strategy Implications and Responses
<u>SPP7.3 R-Codes Vol.2 relationship to pre-existing local planning framework (May 2019)</u>	This position statement has been prepared by the WAPC to assist stakeholders understand the relationship between State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (R-Codes Vol. 2) and the local planning framework. The position statement seeks to clarify the relationship of the R-Codes Vol.2 to the local planning framework communicate the position of the WAPC regarding pre-existing local planning frameworks.	Consistency with SPP 7.3 and the relevant position statement must be reflected in Vincent’s review and preparation of its local planning policies, local development plans and structure plans.
<u>Planning for Tourism and Short Term Rental Accommodation</u>	The "Planning for Tourism and Short-term Rental Accommodation Guidelines" provide a framework for local governments to incorporate tourism into their planning strategies, encouraging a consistent and strategic approach to tourism development and land use. The Position Statement emphasises sustainable facilities and businesses to support economic development and ensure appropriate location of tourism investments. Both documents aim to avoid negative impacts on local communities by addressing the under or over-supply of tourism facilities.	Consistency with the Short Term Rental Accommodation requirements must be reflected in the creation and review of Vincent’s local planning policies as well as within the Scheme.

3.0 Local Planning Context

3.1 Strategic Community Plan

Vincent's Strategic Community Plan was adopted on 16 May 2023. Key themes and outcomes which are relevant to land use planning are outlined in Table 11.

Table 11 – Strategic Community Plan Summary

Themes	Outcomes	Local Planning Strategy Implications and Responses
<u>Enhanced Environment</u>	<ul style="list-style-type: none"> Vincent's parks and reserves are maintained, enhanced and are accessible for all members of the community. Our urban forest/canopy is maintained and increased. We have improved resource efficiency and waste management. We have minimised our impact on the environment. Power lines are undergrounded. 	<p>Investigating the protection of shade producing tree canopy on private land</p> <p>Recognition that the unique character of our shaded, tree lined streets, have</p>
<u>Accessible City</u>	<ul style="list-style-type: none"> Our pedestrian and cyclist networks are well designed, connected, accessible and encourage increased use. We have better integrated all modes of transport and increased services through Vincent. We have embraced emerging transport technologies 	<p>Our densities are highest in our most well-connected centres, to allow the greatest uptake of sustainable transport methods.</p> <p>Our Town Centres are supported to provide excellent pedestrian amenity.</p>
<u>Connected and Healthy Community</u>	<ul style="list-style-type: none"> We have enhanced opportunities for our community to build relationships and connections with each other and Vincent. Our many cultures are celebrated. We recognise, engage and partner with the Whadjuk Noongar people and culture. Our community facilities and spaces are well-known and well-used. We are an inclusive, accessible and equitable City for all. We protect, improve and promote public health and well-being within Vincent. 	<p>Our Local Planning Strategy recognises the strong cultural heritage links that Vincent has with both Aboriginal cultural heritage as well as Historic cultural heritage.</p> <p>Our Local Planning Strategy recognises the need to respond to matters relating to community health and public health outcomes, within the confines of the State Planning Framework.</p>
<u>Thriving Places</u>	<ul style="list-style-type: none"> We are recognised as a local government that supports local and small business. 	<p>Local businesses are encouraged within our existing Town Centres, where there is an</p>

	<ul style="list-style-type: none"> • Our Town Centres and gathering spaces are safe, easy to use and attractive places where pedestrians have priority. • We encourage innovation in business, social enterprise and imaginative uses of space, both public and private. • Efficiently managed and maintained City assets in the public realm. • Art, history and our community's living cultures are evident in the public realm. 	<p>established resident population to support their operations.</p> <p>Clear pathways for approval for recognised land uses within appropriate areas of Vincent.</p>
<u>Sensitive Design</u>	<ul style="list-style-type: none"> • Our built form is attractive and diverse, in line with our growing and changing community. • Our built form character and heritage is protected and enhanced. • Our planning framework supports quality design, sustainable urban built form and is responsive to our community and local context. • More people living and working in or enjoying our Town Centres. 	<p>Town Centre Planning Frameworks</p> <p>Heritage and Character areas within Vincent.</p>
<u>Innovative and Accountable</u>	<ul style="list-style-type: none"> • We deliver our services, projects and programs in the most inclusive, efficient, effective and sustainable way possible. • We engage with our community so they are involved in what we are doing and how we are meeting our goals. • Our decision-making process is consistent and transparent, and decisions are aligned to our strategic direction. • We embrace good ideas or innovative approaches to work to get better outcomes for Vincent and our community. 	<p>Our local planning strategy and scheme is consistently reviewed against the expectations of the community.</p> <p>Our planning framework is reflective of our engaged community, providing strong</p>

3.2 Previous Local Planning Strategy

Prior to the WAPC's endorsement of this document, the local planning strategy endorsed by the WAPC on 8 November 2016 was the most current strategic framework for Vincent.

Key changes from the former local planning strategy include:

- Updates which are in line with current and contemporary planning frameworks and outcomes;
- Strategies and outcomes which align with contemporary, high-level strategic documents;
- A detailed analysis of the current planning issues and opportunities relating to the four key themes of community, urban growth and settlement, economy and employment, environment and infrastructure.
- A focus on seven distinct planning areas with two additional project areas within Vincent, identifying the long-term planning directions for these areas and the rationale for zonings and classifications of land under the local planning scheme.

3.3 Local Planning Scheme

Local Planning Scheme No. 2 (LPS2) adopted on 16 May 2018 is the primary document for controlling land use and development within Vincent. The LPS2 Scheme Area is identified on the scheme map and specifically reflects Vincent's place-based approach to planning and development, with the density and mixed-use development focused on Vincent's Town Centres. These Town Centres are reflected in their own separate zoning under LPS2 with specific and targeted visions brought to these Town Centres through their own Town Centre Place Plans and local planning framework.

Outlined in Vincent's WAPC endorsed Report of Review, prepared under clause 66 of the Local Planning Schemes Regulations, the following matters are of note:

- The Scheme is largely consistent with the Regulations and the current Local Planning Strategy;
- The Scheme maintains some inconsistencies in the Scheme relating to density, zoning and land use definitions;
- Further guidance is required for land use proposals that are unlisted or undefined in the Scheme; and
- The Scheme should provide more specific guidance to developments along transit corridors and on significant development sites.

As a consequence of this review, Vincent recommended and was supported by the WAPC to undertake a review of the Local Planning Scheme, to address the above points. Any items amended by the Strategy will be reflected in the amended Scheme.

3.4 Local Planning Policies

Local planning policies can be prepared by Vincent in accordance with Division 2 of Schedule 2 of the Regulations in respect of a particular class or classes of matters specified in the policy; and may apply to the whole Scheme area or part of the Scheme area. An overview of Vincent's local planning policies and implications for the local planning strategy are provided in the table below.

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Name of Local Planning Policy	Last Amendment	Purpose	Local Planning Strategy Implications and Responses
<u>7.1.1 Built Form Policy</u>		To provide criteria for all development within Vincent.	To be reviewed as part of Vincent's ongoing local planning policy review schedule.
<u>Planning Exemptions</u>	25 July 2023	To provide exemption criteria for certain types of works within Vincent.	To be reviewed as part of Vincent's ongoing local planning policy review schedule.
<u>Signs and Advertising</u>	21 June 2022	To provide development criteria for signs and advertising.	To be reviewed as part of Vincent's ongoing local planning policy review schedule.
<u>Child Care and Family Day Care</u>	21 June 2022	To provide development criteria for education and childcare land uses.	To be reviewed as part of Vincent's ongoing local planning policy review schedule.
<u>Substantial Commencement of Development</u>	27 August 2013	To define the concept of 'substantial commencement of development'.	To be reviewed as part of Vincent's ongoing local planning policy review schedule.
<u>Domestic Satellite Dishes, Microwave Antennae and Tower Masts</u>	23 March 2010	To provide development criteria for various incidental structures.	To be reviewed as part of Vincent's ongoing local planning policy review schedule.
<u>7.5.6 Telecommunication Facilities</u>	28 February 2012	To provide the development criteria for various telecommunication infrastructure.	To be reviewed as part of Vincent's ongoing local planning policy review schedule.
<u>7.5.7 Licenced Premises</u>	11 March 2014	To provide the framework and direction on the requirements for licenced premises.	To be reviewed as part of Vincent's ongoing local planning policy review schedule.
<u>7.5.10 Sustainable Design</u>	22 March 2011	To provide development requirements and a position statement on environmentally sustainable design.	To be revoked, with any relevant provisions incorporated into a consolidated policy.

<u>Percent for Art</u>	14 February 2023	To provide the framework and criteria for the application of public art proposals within Vincent.	To be reviewed as part of Vincent's ongoing local planning policy review schedule.
<u>Character Area Guidelines</u>	27 July 2022	To provide the recognition of areas within Vincent that have design elements reflective of character designs.	To be regularly reviewed to ensure it reflects desired outcomes within character and heritage areas.
<u>7.5.19 - Amalgamation Condition on Planning Approvals</u>	6 December 2011	To provide rationale for conditions of approval to require amalgamation of two or more sites.	To be revoked.
<u>7.5.21 - Sound Attenuation</u>	24 July 2012	To provide a framework to minimise the adverse impacts of noise for the sustainable development of Vincent.	To be reviewed as part of Vincent's ongoing local planning policy review schedule.
<u>Consulting Rooms and Medical Centres</u>	30 June 2023	To guide the exercise of discretion for land uses of consulting rooms and medical centres.	To be reviewed as part of Vincent's ongoing local planning policy review schedule.
<u>7.5.23 - Construction Management Plans</u>	24 June 2014	To provide clear guidance for the provision of construction management plans relating to development approvals.	To be reviewed as part of Vincent's ongoing local planning policy review schedule.
<u>7.6.1 - 7.6.9 (Inclusive) - Heritage Management Policies</u>	Various dates – 2013	To provide guidance for development on heritage listed properties, modification to the heritage inventory, heritage assistance fund and interpretation of heritage listings.	To be reviewed as part of Vincent's ongoing local planning policy review schedule.
<u>Non-residential Parking</u>	20 June 2023	To provide minimum standards for the provision of private vehicle parking.	To be reviewed as part of Vincent's ongoing local planning policy review schedule.

<u>7.7.2 - Car Sharing</u>	30 June 2015	To provide a framework to car sharing, to encourage mode shift.	To be reviewed as part of Vincent's ongoing local planning policy review schedule.
<u>Brookman and Moir Street Heritage Area</u>	15 August 2023	To provide development and assessment requirements for development within the Brookman and Moir Street heritage areas.	To be reviewed as part of Vincent's ongoing local planning policy review schedule.
<u>Appendix 11 - Non-conforming Use Register</u>	11 June 2013	To provide a list of non-conforming land uses within Vincent.	To be reviewed as part of Vincent's ongoing local planning policy review schedule.
Town Centre Specific Local Planning Policies			
<u>Pickle District Planning Framework</u>	15 August 2023	To provide bespoke planning provisions within the Pickle District (West Perth).	To be reviewed as part of Vincent's ongoing local planning policy review schedule.
<u>North Claisebrook Planning Framework</u>	15 August 2023	To provide bespoke planning provisions within the North Claisebrook precinct.	To be reviewed as part of Vincent's ongoing local planning policy review schedule.

3.5 Structure Plans

Structure plans (including standard structure plans and precinct structure plans) can be prepared in accordance with Division 2 of Schedule 2 of the Regulations for land within the Scheme area to provide the basis for zoning and subdivision of land. Precinct structure plans can also be used to inform built form outcomes and the design of public open spaces. An overview of the structure plans within Vincent and implications for the local planning strategy are provided in Table 13.

Table 13 – Structure plans

Name of Structure Plan	Date of WAPC Approval / Last Amendment	Purpose of Structure Plan	Local Planning Strategy Implications and Responses
<u>Leederville Precinct Structure Plan</u>	Currently under assessment (June 2023)	To coordinate the development of land within the Leederville Precinct, a Secondary Centre under State Planning Policy 4.2	Local Framework for development within the Leederville Town Centre. Supporting sustainable development around the Leederville Train Station.

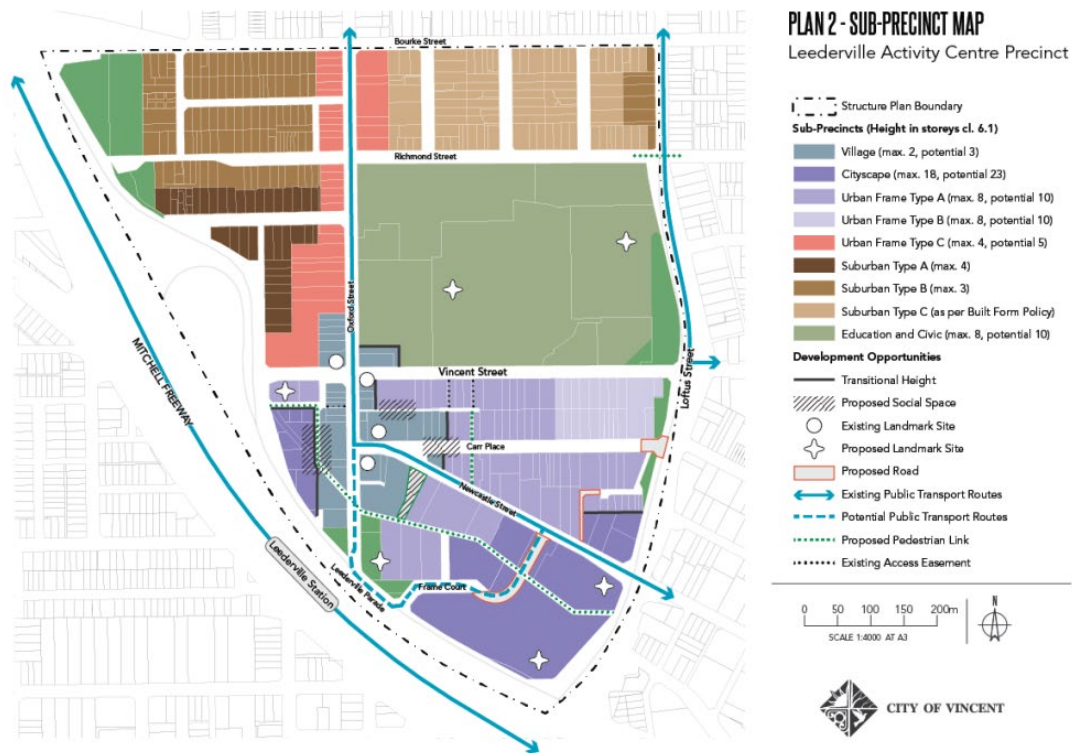


Figure 10 - Leederville Precinct Structure Plan Extract

3.6 Local Development Plans

Local development plans can be prepared in accordance with Division 2 of Schedule 2 of the Regulations for land within the Scheme area to provide guidance for future development in relation to site and development standards and any exemptions from the requirement to obtain development approval. An overview of the local development plans within Vincent, and implications for the local planning strategy are provided in Table 14.

Table 14: Local Development Plans

Name of Local Development Plan	Date of Approval / Last Amendment	Purpose of Local Development Plan	Local Planning Strategy Implications and Responses
<u>Frame Court Local Development Plan</u>	1 February 2022	To guide the development of land at No. 40 Frame Court, Leederville.	The Frame Court Local Development Plan aligns with Vincent's and State governments plan for activity centres and town centres, by boosting housing and economic activity within Leederville.
<u>Italian Club Local Development Plan</u>	1 April 2019	To guide development of lots abutting Fitzgerald Street and Cowle Street, West Perth.	The Italian Club Local Development Plan provides a comprehensive approach to the redevelopment of the area around the Italian Club within West Perth. This LDP will drive significant investment into the area as well provide greater access to housing.
<u>Charles Street Hotel Local Development Plan</u>	20 August 2024	To guide development of land abutting the Charles Street Hotel Site	The Charles Street Local Development Plan is set to provide a coordinated built form outcome across multiple lots along Charles Street, a recognised corridor within this Strategy and the state planning framework.

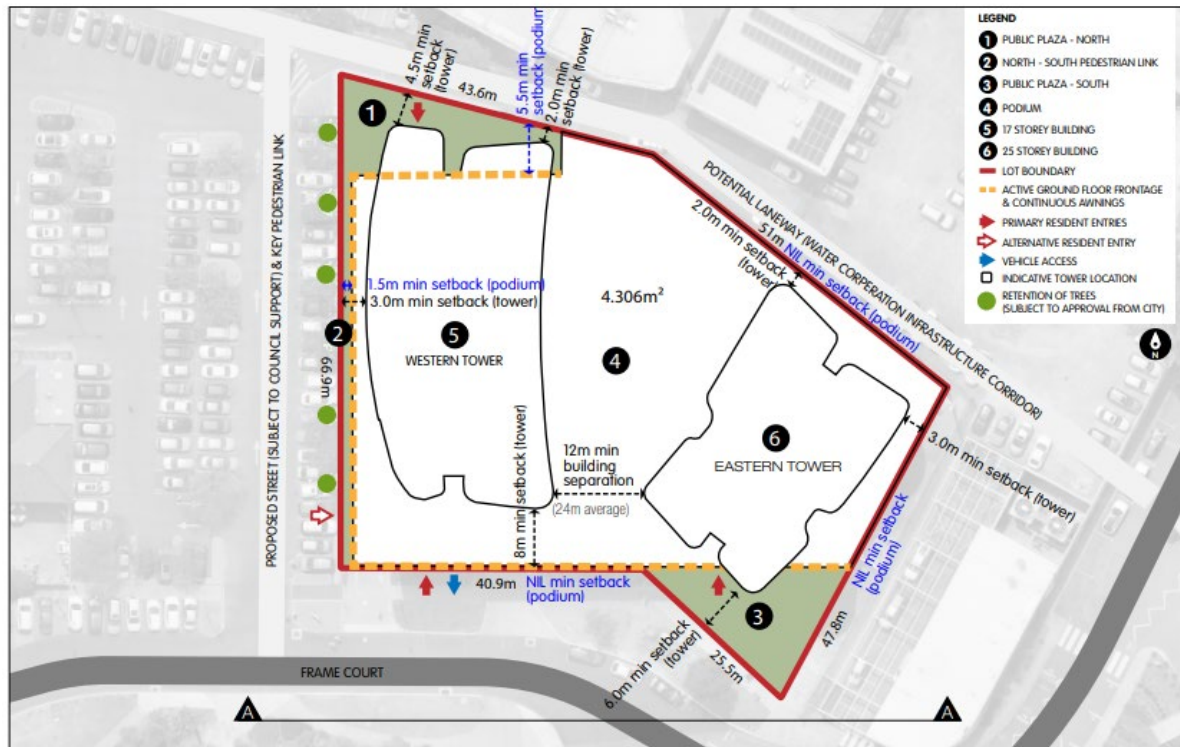


Figure 11 - Frame Court, Leederville Local Development Plan Extract

4.0 Local Government Profile

4.1 Demographic Profile And Population

The demographic profile and analysis of Vincent are crucial for understanding the issues and opportunities associated with each theme of the Strategy. This understanding is key to addressing potential challenges and guiding future planning through the Strategy and the Local Planning Scheme. The demographic data, compiled by .id (informed decisions) consultants in 2023, provides a detailed and relevant profile for Vincent, incorporating various local factors. This profile helps in planning for future needs related to housing, community infrastructure, open space, service infrastructure, transport, and the local economy. The following sections draw on data from .id and the Australian Bureau of Statistics Census.

4.1.1 Demographic Profile

In 2023, Vincent had an estimated resident population of 38,923, marking a 7.3% increase from the 2016 population of 35,674. To better understand Vincent 's demographics and population distribution, .id Consulting has provided data segmented by the seven neighbourhoods within Vincent: Mt Lawley / Highgate, Leederville, Mt Hawthorn, North Perth, North Claisebrook / East Perth, Perth and West Perth.

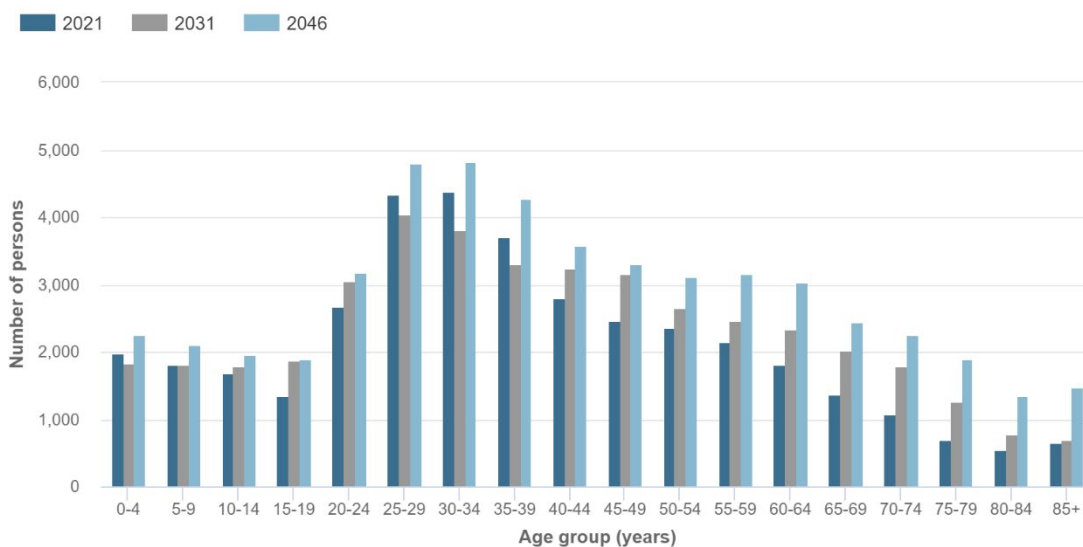
Population summary (Profile.id)								
City of Vincent	Forecast year						Change between 2021 and 2046	
Area	2021	2026	2031	2036	2041	2046	Total change	Avg. annual % change
City of Vincent	37,865	39,444	41,850	44,735	47,551	50,863	+12,998	+1.19
Leederville	3,814	4,162	4,840	5,365	5,600	5,795	+1,981	+1.69
Mount Hawthorn	8,460	8,747	9,000	9,418	9,994	10,628	+2,168	+0.92
Mount Lawley - Highgate	4,809	5,033	5,108	5,301	5,376	5,713	+904	+0.69
North Claisebrook - East Perth	1,944	2,001	2,023	2,396	3,612	4,861	+2,917	+3.73

North Perth	11,389	11,685	12,163	12,707	13,270	13,838	+2,449	+0.78
Perth	5,956	6,276	7,037	7,719	7,853	8,168	+2,212	+1.27
West Perth	1,493	1,540	1,680	1,829	1,846	1,860	+367	+0.88

East Perth – Claisebrook is projected to experience the largest average annual population increase through to 2046. This expected growth is driven by several factors: the underutilised land currently housing concrete batching sites, the abandoned East Perth Power Station, the area's prime location near multi-mode public and active transport nodes, and the recent introduction of the North Claisebrook Planning Framework.

Forecast age structure - 5 year age groups

City of Vincent - Total persons



Source: Population and household forecasts, 2021 to 2046, prepared by .id (opens a new window) (informed decisions), April 2024.

.id informed decisions

Figure 14 - Forecast age structure (Profile.id)

Based on demographic data, Vincent's population is predominantly aged 30 to 34, making up 11.5% of the total. This is slightly younger than the median age of 36 for Greater Perth. Vincent has fewer residents in both younger and older age groups (65+), reflecting its vibrant night-time economy and active Town Centres with evening hospitality options.

Residents of Vincent are highly educated, with 74% having completed year 12 or equivalent, compared to 59.6% in Greater Perth. Additionally, 46.2% hold a Bachelor's degree or higher, significantly above the 25.5% for Greater Perth. Vincent's proximity to the Perth CBD, which offers specialised and high-output employment opportunities, attracts a highly educated population.

Employment trends show that more City of Vincent residents work in professional, scientific, and technical services than in any other industry. The most common occupations are Professionals (39.9%) and Managers (15.7%). Compared to Greater Perth, Vincent has a higher proportion of high-income households and fewer low-income households, reflecting its demographics and employment patterns.

Household composition reveals a higher proportion of lone-person households and fewer larger households in Vincent compared to Greater Perth. This trend aligns with development patterns, where larger residential blocks are concentrated in suburbs like Mount Hawthorn and North Perth.

Overall, Vincent's demographic profile shows that its residents are:

- Young (ages 25-34)
- Highly educated
- Wealthy

4.1.2 Population Forecast

According to forecasts prepared by .id, Vincent's population is expected to rise to 50,863 residents by 2046, an increase of 12,998 people. Effectively managing this population growth is a central focus of the Strategy.

.id's forecasting approach analyses the current population and household structure to understand the area's role and potential demographic changes. The forecasts incorporate factors such as birth rates, death rates, migration patterns, and urban development drivers like residential development opportunities and vacancy rates. This method combines various assumptions to predict future population and household types.

The forecasting model uses a 'bottom-up' approach, focusing on local data and assumptions. It relies on housing and demographic inputs, with key drivers including new residential developments and migration rates. The model integrates three statistical components:

1. Cohort Component Model: Tracks demographic changes over time.
2. Housing Unit Model: Considers new housing developments and their impacts.
3. Household Propensity Model: Examines the likelihood of different household types.

These models are interconnected, providing a comprehensive forecast of population and household trends used in this Strategy.

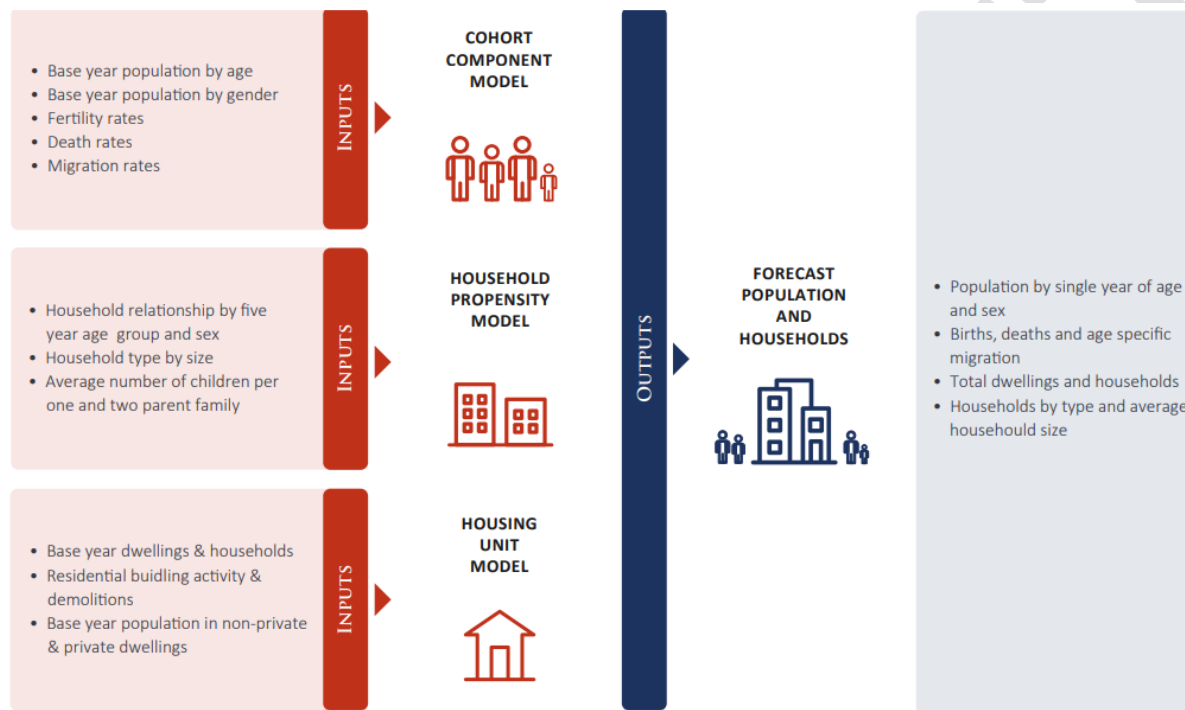


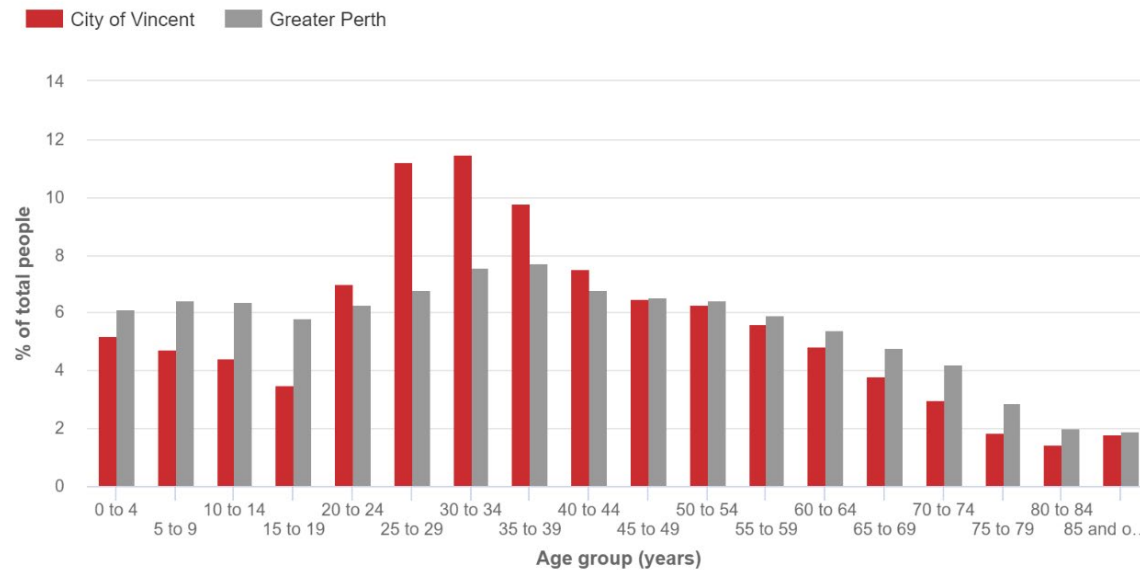
Figure 15 - Data model (Profile.id)

Knowledge of how the age structure of the population is changing is essential for planning age-based facilities and services, such as child care, recreation and aged care. The forecast age groups for Vincent have been determined based on the current age of the population (people ageing each year, being born and dying) as well as the age of people migrating into and out of the area. This in turn is driven by Vincent's specific locational context and existing housing

stock, the amount and type of new residential development anticipated, and where the area is in a cycle of change. Vincent's forecast age structure for 5-year age groups over the timeframe of the Strategy is detailed in Figure 15.

Age structure - five year age groups, 2021

Total persons



Source: Australian Bureau of Statistics, Census of Population and Housing, 2021 (Usual residence data). Compiled and presented in profile.id by .id (informed decisions).

.id informed decisions

Figure 16 - Vincent five year age groups (2021 - Profile.id)

In 2021, Vincent's demographic landscape was defined by a significant concentration of individuals aged 30-34 years, who represented 11.6% of the population, and those aged 25-29 years, making up 11.5%. These groups, encompassing young professionals and families, are projected to remain the most substantial demographic through 2041. This trend highlights the need for sustained focus on educational and childcare facilities to support the growing cohort of young families.

Compared to Greater Perth, Vincent has a lower percentage of younger and older residents. Specifically, the proportion of individuals under 15 and over 65 is smaller, indicating a population primarily centred around the 20-44 age range—a trend likely to persist. However, forecasts for the next two decades

show an increase in older demographics. By 2041, individuals aged 65 and above are expected to comprise 30.5% of the population. This shift will increase demand for education and community facilities that cater not only to younger families but also to a growing number of older residents who will seek lifelong learning and community engagement opportunities.

The anticipated rise in student numbers, coupled with the influx of young professionals, underscores the necessity for expanding educational infrastructure. Schools and childcare facilities will need to accommodate these groups, ensuring that educational services keep pace with demographic growth. Additionally, the growing senior population will require educational opportunities and community services tailored to their needs.

In 2021, lone-person households made up 34.0% of all households, a trend expected to continue. This demographic shift indicates a significant need for flexible educational and community facilities that can cater to both individual residents and larger family units.

Vincent's housing strategy should integrate these insights, ensuring that development in Town Centres and transit corridors supports both current and future educational needs. Adequate planning for public open spaces and community facilities is essential to accommodate the diverse requirements of Vincent's evolving population, ensuring that the area remains vibrant and inclusive for all residents.

Forecast household types

City of Vincent	2021		2031		2041		Change between 2021 and 2041
Type	Number	%	Number	%	Number	%	Number
Couple families with dependents	3,871	22.2	4,137	20.6	4,486	19.6	+615
Couples without dependents	5,092	29.2	5,880	29.3	6,754	29.5	+1,662
Group households	1,432	8.2	1,654	8.2	1,910	8.3	+478
Lone person households	5,927	34.0	7,074	35.3	8,292	36.2	+2,365
One parent family	920	5.3	1,075	5.4	1,179	5.1	+259
Other families	216	1.2	246	1.2	278	1.2	+62

4.1.3 Dwelling Yield Analysis

Vincent is known for its highly sought-after inner-city locations, offering excellent public transport links to Perth and its surrounding areas. The housing stock in Vincent is diverse, ranging from spacious single-family homes to modest apartments closer to the Perth CBD.

Historically, Vincent has featured a mix of dwelling types, with a tendency towards medium and higher-density living near the CBD. Suburbs like Mount Hawthorn and North Perth account for the majority of the 45.6% of separate house dwellings. However, this trend is expected to shift as Vincent implements frameworks to enhance its Town Centres, strategic urban areas, and increase density in alignment with Perth and Peel @ 3.5 million and State Planning Policy 4.2 Activity Centres.

To meet future needs, it is crucial that Vincent provides a diverse range of housing options to accommodate different household types and support affordability. High-amenity locations, especially those near train stations like Leederville and West Perth, close to the Perth CBD, and with easy access to the Mitchell Freeway, are ideal for higher-density development.

Given Vincent's attractiveness and its younger population, development should focus on these key areas. However, due to the higher cost of living in Vincent, it is essential to balance new developments to address housing affordability.

While the strategy emphasises new development, it also aims to manage residential growth in a way that preserves and enhances Vincent's unique character and identity. Growth must celebrate Vincent's heritage and character areas, supported by clear and robust built form controls and guidelines. This approach ensures high levels of amenity for both future residents and existing communities, while promoting environmental and social sustainability. The Strategy identifies appropriate areas for both low-scale and medium to high-scale residential growth, leveraging Vincent's well-connected transport network and sustainable travel modes.

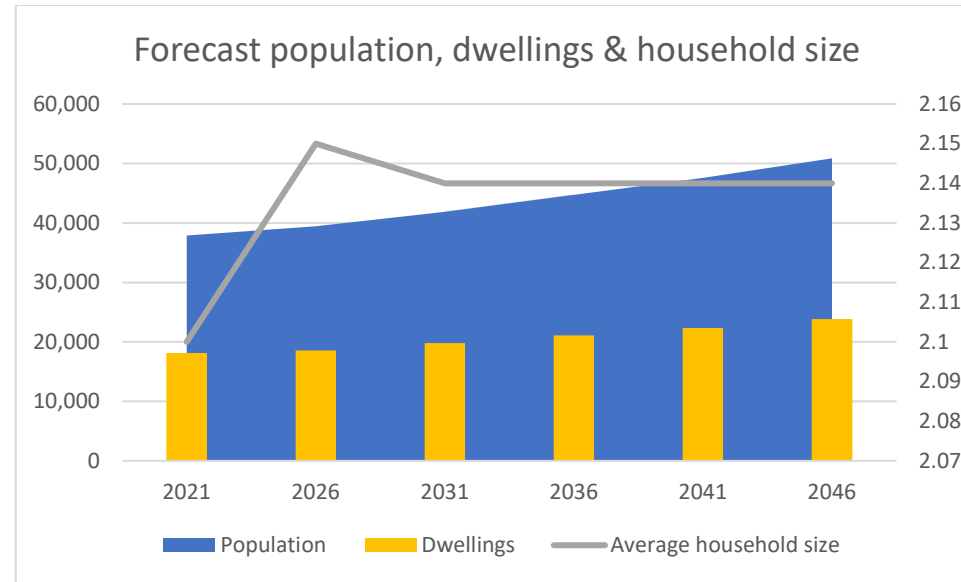


Figure 17 - Forecast Population, Dwellings and Household size (Profile.id)

To determine the capacity of Vincent's Town Centres, future growth areas, transit areas and residential areas to meet the infill dwelling targets, a detailed analysis has been undertaken to assess the potential dwelling estimates for each of these areas based on the characteristics and constraints of the areas and the existing or likely planning frameworks to be applied to each.

Planning area		Current number of dwellings	Minimum number of dwellings required by State housing targets	Additional dwellings needed to meet State targets	Maximum number of dwellings current zoning allows ¹	Dwelling shortfall under zoning potential ¹
Urban Corridors		10,142	14,123	3,981	15,611	5,649
	Urban Corridor total	10,142	14,123	3,981	15,611	5,649
Town Centres & Precincts	Beaufort Street	218	220	2	640	422
	Leederville	575	1,508	933	5,707	5,132
	Mount Hawthorn	98	375	277	1,263	1,165
	North Claisebrook	518	951	433	3,056	2,538
	North Perth	160	387	227	1,244	1,084
	Pickle District	13	389	374	6,711	6,696
	William Street	11	137	126	1,003	992
	Town Centre total	1,595	3,967	2,372	19,622	18,027
Neighbourhood & Local Centres	Scarborough Beach Road/Loftus	0	2	2	17	17
	Lord Street	0	3	3	3	3
	Walcott/Hunter	0	4	4	0	0
	Walcott/York	2	6	4	34	32
	Green Street	1	10	9	0	-1
	Scarborough Beach Road/Buxton	0	12	12	65	65
	Local Centre total	3	36	33	120	117
	Walcott/William	30	16	-14	129	99
	Brisbane/Lake	4	4	0	18	14
	Bulwer/Lake	15	10	-5	86	68
	Walcott/Blake	51	33	-18	250	199
	Neighbourhood Centre total	100	62	-38	483	383
	Neighbourhood & Local Centre total	103	98	-5	603	500

¹ Maximum capacity is determined using maximum heights at a rate of 100% build out.

Planning area		Current number of dwellings	Minimum number of dwellings required by State housing targets	Additional dwellings needed to meet State targets	Maximum number of dwellings current zoning allows ¹	Dwelling shortfall under zoning potential ¹
Future Investigation Areas	East Perth Power Station	0	462	462	4,028	4,028
	Glendalough Train Station	395	606	211	2,623	2,228
	Charles Street/Scarborough Beach Road	40	169	129	184	144
	Lord Street West	219	823	604	1,212	993
	Future Investigation Area total	654	2,059	1,405	8,047	7,393
Remaining Areas		5,851	6,663	822	7,437	1,596
	Remaining Area total	5,851	6,663	822	7,437	1,596
TOTAL		18,335	26,910	8,575	51,319	32,984

Planning area		Current number of dwellings	Probable number of future dwellings - low-range take up ²	Probable number of future dwellings - mid-range take up ³	Probable number of future dwellings - high-range take up ⁴	Maximum number of dwellings current zoning allows ⁵
Urban Corridors		10,142	2,892	5,631	8,399	15,611
	Urban Corridor total	10,142	2,892	5,631	8,399	15,611
Town Centres & Precincts	Beaufort Street	218	64	234	320	640
	Leederville	575	577	1,717	2,857	5,707
	Mount Hawthorn	98	131	382	634	1,263
	North Claisebrook	518	343	946	1,549	3,056
	North Perth	160	136	382	628	1,244
	Pickle District	13	671	2,013	3,355	6,711

² Low-range potential capacity is determined using maximum heights at an assumed build out rate of 10%.

³ Mid-range potential capacity is determined using maximum heights at an assumed build out rate of 30%.

⁴ High-range potential capacity is determined using maximum heights at an assumed build out rate of 50%.

⁵ Maximum capacity is determined using maximum heights at a rate of 100% build out.

Planning area		Current number of dwellings	Probable number of future dwellings - low-range take up ²	Probable number of future dwellings - mid-range take up ³	Probable number of future dwellings - high-range take up ⁴	Maximum number of dwellings current zoning allows ⁵
	William Street	11	100	301	501	1,003
	Town Centre total	1,595	2,022	5,976	9,844	19,622
Neighbourhood & Local Centres	Scarborough Beach Road/Loftus	0	2	5	9	17
	Lord Street	0	0	1	2	3
	Walcott/Hunter	0	0	0	0	0
	Walcott/York	2	3	10	17	34
	Green Street	1	0	0	0	0
	Scarborough Beach Road/Buxton	0	7	20	33	65
	Local Centre total	3	12	36	60	120
	Walcott/William	30	13	39	64	129
	Brisbane/Lake	4	2	5	9	18
	Bulwer/Lake	15	9	26	43	86
	Walcott/Blake	51	25	75	125	250
	Neighbourhood Centre total	100	48	145	242	483
	Neighbourhood & Local Centre total	103	60	181	301	603
Future Investigation Areas	East Perth Power Station	0	403	1,208	2,014	4,028
	Glendalough Train Station	395	347	853	1,358	2,623
	Charles Street/Scarborough Beach Road	40	18	55	92	184
	Lord Street West	219	121	364	606	1,212
	Future Investigation Area total	654	889	2,480	4,070	8,047
Remaining Areas		5,851	1,738	3,005	4,271	7,437
	Remaining Area total	5,851	1,738	3,005	4,271	7,437
	TOTAL	18,335	7,602	17,272	26,886	51,319

Planning Area	State dwelling target	Additional dwellings required
Urban Corridor	14,123	3,981
Town Centres & Precincts	3,967	2,372
Neighbourhood & Local Centres	98	-5
Future Investigation Areas	2,059	1,405
Remaining Areas	6,663	822
TOTAL	26,910	8,575

Static Development	Number of lots	Total area (ha)
R20-R50	7,523	358
R60-R80 less than 500sqm	1,084	32
TOTAL	8,607	390

Build-out rates

Build-out rates estimate how much land in an area is, or could be, developed. They indicate the proportion of land available for development and help forecast residential density.

Development rates are influenced by economic conditions, construction costs, demand, and lot sizes. Since full development of all land is unlikely, build-out rates are typically calculated at 10%, 30%, 50%, 75%, and 100%. A 30% rate is considered realistic for Vincent. These figures reflect new dwellings and exclude existing homes.

Percentage breakdown

- Low (10%): Minimal growth without a formal planning framework.
- Medium (10-50%): Guided development under a planning framework; considered the most likely scenario.
- High (above 50%): Large-scale developments; unlikely to occur.

Dwelling yield calculations

We calculate:

1. Current dwelling numbers and density (dwellings per hectare).
2. Potential new dwellings at 10%, 30%, 50%, and 100% build-out rates.

Town Centres

We include only developable land and calculate potential dwellings based on zoning and height limits. For mixed-use and district centres, one floor is excluded for commercial use, and residential floors are calculated at 60% capacity with 90 sqm per dwelling.

Residential Zones

In residential areas (R20-R80), we calculate maximum dwellings per lot based on R-code and lot size. A 30% build-out rate is assumed, though this may be optimistic.

Process

Non-developable land (schools, parks, roads, sites <500 sqm) is excluded. Remaining lots are grouped by R-code and size, with development potential calculated at various build-out rates. These figures reflect only new dwellings, excluding existing homes

Vincent's dwelling yield analysis aligns with two key state planning documents: *Perth and Peel @ 3.5* and *State Planning Policy 4.2 (Activity Centres)*. These set measurable goals: an increase of 11,500 dwellings by 2050 and minimum dwelling densities for recognised activity centres to ensure economic and social sustainability. The analysis factors in these objectives, offering projections at 10%, 30%, and 50% build-out rates to account for varying economic conditions. While Vincent is on track to meet overall targets, success is more closely tied to achieving density targets in its activity centres.

4.2 Community, Urban Growth and Settlement – Issues and Opportunities

4.2.1 Housing Growth

To accommodate the growing population and meet future needs, Vincent must actively pursue growth and intensification. With its vibrant Town Centres and strategic sites like the East Perth Power Station, Vincent is well-positioned to absorb a significant portion of this growth through thoughtful urban planning and development.

In line with the Perth and Peel @ 3.5 Million framework by the Western Australian Planning Commission, Vincent aims to add 11,490 new dwellings by 2050. This target supports the broader goal of accommodating a metropolitan population of 3.5 million.

Vincent plans to focus major development activity around Town Centres and strategic precincts, aligning with the principles of density and urban consolidation outlined in the WAPC's 2018 Central Sub-regional Planning Framework. By centring development around these well-connected nodes, Vincent can efficiently achieve its growth targets while enhancing accessibility and supporting vibrant urban environments. It is important to note that the location of this density is adequately serviced, including access to waste removal and other infrastructure needs.

The redevelopment of these precincts will require careful planning to ensure that population growth is matched with upgraded infrastructure and that the unique character of Vincent is preserved. Redevelopment should improve overall amenity for residents and the public realm, while respecting the amenity of neighbouring areas.

Recognising that development rates can vary, Vincent identifies significant sites that are:

- Vacant or occupied by deteriorating buildings
- Prominently located
- Containing non-conforming uses
- Large landholdings in need of revitalisation

Further investigation into these sites will be essential to determine their potential in shaping Vincent's development. The local planning framework will explore these opportunities to guide effective and balanced urban growth.

4.2.2 Housing Diversity and Affordability

In 2021, the total number of dwellings within Vincent was 18,208. With the exception of those areas zoned for public open space, wholly commercial and other infrastructure, the vast majority of Vincent is either residential or mixed use residential. The breakdown of the dwelling structure in 2021 in comparison to 2016 is shown below.

Dwelling type

City of Vincent - Dwellings (Enumerated)	2021			2016			Change
Dwelling type	Number	%	Greater Perth %	Number	%	Greater Perth %	2016 to 2021
Separate house	8,190	45.1	75.6	8,023	47.8	74.6	+167
Medium density (<i>Includes all semi-detached, row, terrace, townhouses and villa units, plus flats and apartments in blocks of 1 or 2 storeys, and flats attached to houses.</i>)	5,148	28.3	17.6	4,958	29.5	19.6	+190
High density (<i>Includes flats and apartments in 3 storey and larger blocks.</i>)	4,674	25.7	6.1	3,613	21.5	5.1	+1,061
Caravans, cabin, houseboat	0		0.3	6	0.0	0.3	-6
Other	120	0.7	0.2	127	0.8	0.2	-7
Not stated	28	0.2	0.1	65	0.4	0.2	-37
Total Private Dwellings	18,160	100.0	100.0	16,792	100.0	100.0	+1,368

Household composition

City of Vincent - Total households (Enumerated)	2021			2016			Change
Households by type	Number	%	Greater Perth %	Number	%	Greater Perth %	2016 to 2021
Couples with children	3,480	21.5	32.0	3,077	21.0	32.3	+403
Couples without children	4,240	26.1	25.4	3,770	25.8	25.4	+470
One parent families	1,044	6.4	10.3	834	5.7	9.8	+210
Other families	188	1.2	1.1	196	1.3	1.3	-8
Group household	1,254	7.7	3.4	1,322	9.0	3.8	-68
Lone person	5,243	32.3	24.0	4,181	28.6	21.7	+1,062

Other not classifiable household	591	3.6	2.9	1,033	7.1	4.8	-442
Visitor only households	183	1.1	1.0	217	1.5	1.0	-34
Total households	16,223	100.0	100.0	14,630	100.0	100.0	+1,593

The analysis of dwelling types within Vincent reveals several significant trends. Predominantly, Vincent comprises separate housing, with medium and high-density dwellings also forming a substantial part of the housing stock. Although separate housing is less common compared to the greater Perth average, this trend aligns with the expectations for an inner-city metropolitan area, where limited land availability and higher land prices naturally constrain the number of single-family homes.

The shift towards medium and high-density living reflects broader community expectations and the need for increased housing density in urban environments. To ensure a balanced housing mix and continued diversity in dwelling types, Vincent will need to introduce incentives for development. This approach will help maintain a variety of housing options and meet the evolving needs of residents within the local planning framework.

4.2.3 Built Form Response

The established the following table provides a breakdown of the density and area available for that density across Vincent.

LPS2 Zone	Number of lots	Total area (ha)	Average lot size (sqm)	Number of developable lots	Developable land area (ha)
R20	580	33.6	580	2357	165
R25	59	1.8	305.7		
R30	3,132	157.2	501.8		
R30/40	913	46.4	508.4		
R40	2,273	116.7	513.5		
R50	1,266	50.3	397.6		
R60	1,333	82.8	621.4	421	41
R60-R100 <1000sqm	297	15.1	509.0	116	8
R60-R100 >1000sqm	57	13.5	2,375.7	31	5
R80	831	61.8	743.2	266	34

LPS2 Zone	Number of lots	Total area (ha)	Average lot size (sqm)	Number of developable lots	Developable land area (ha)
R100	85	10.1	1,185.7	45	8
R160	2	0.2	1,112.6	2	0
District Centre	258	20.9	809.7	107	13
Local Centre	93	7.8	843.6	32	3
R-AC2	19	1.4	745.9	20	2
Mixed-use R100	290	19.8	682.8	135	16
Mixed-use R160	43	5.0	1,165.9	35	5
Mixed-use R40	1	0.0	326.0	30	2
Mixed-use R60	70	4.1	581.1		
Mixed-use R80	734	64.8	882.5	195	25
Total	12,964	773.9	787.1	3792	328

Vincent is predominately made up of R30 to R40 zoned land, with these two making up the bulk of the residential density of Vincent. This aligns with the leading built form in Vincent being separate housing (noted previously in the Strategy). As shown in the map below, the majority of this lower density and separate housing is located in the northern portions of Vincent, in suburbs of North Perth and Mount Hawthorn.

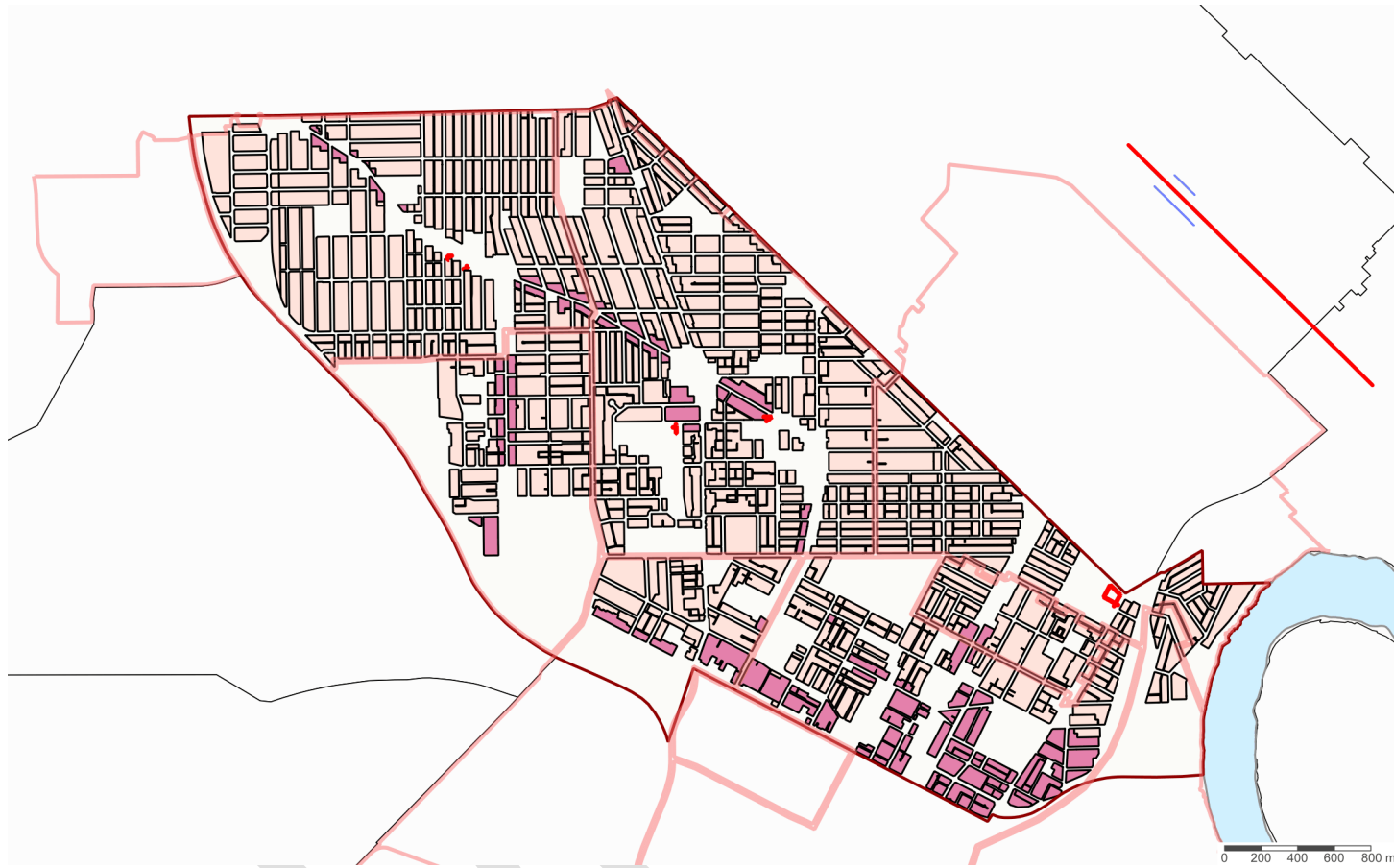


Figure 18 - Vincent Residential and Mixed Use Zoned Land

It's important to note that, as with many other inner city local governments, lower scale density is confined to within established areas of character buildings, typically outside of higher order (i.e. local centres) Town Centres and transit corridors. Vincent's established development has reflected this type of morphology with lower scale development within Mount Hawthorn and North Perth, slowly shifting to higher density established inner city areas of West Perth and Perth. This strategy recognises the importance the community places on its areas of character and character precincts and recommends they remain at a comparatively low density. Increases in density should be accommodated within the hierarchy of activity centres, with built form to match.

Heritage and Character Value

Aboriginal Cultural Heritage

Vincent has a rich and diverse variety of heritage places. Within Vincent, there are 11 registered Aboriginal sites, protected by the *Aboriginal Cultural Heritage Act 2021*. Derbarl Yerrigan (Swan River 2536), East Perth Power Station (3767), Yoordgoorading (Stones Lake 3573), Weld Square (17848), William Street (3695), Highgate Hill (3766), Boodjamooling (Hyde Park 3792), Robertson Park (17849), Carr Street (23108), Goonderup (3434) and Dog Swamp (3738). Vincent is also in close proximity to Galup (Lake Monger) (3788) and the Galup (Lake Monger) Velodrome (3323).

The Swan River is recognised as having special spiritual significance for Noongar people, with Aboriginal occupation of sites along the river dating back 40,000 years. The river is linked to food, resources, and dreamtime mythology. The Act protects all Aboriginal sites in Western Australia whether they are registered and sets out requirements for the development or use of land in a way that may impact an Aboriginal site.

Historic Heritage – Character

While the Heritage Act 2018 provides protection for recognised heritage areas, Vincent acknowledges a gap in the state framework that doesn't recognise key architectural styles and features visible from the street that contribute to an area's sense of place and identity.

In order to protect the unique character of some of Vincent's established areas, Vincent takes proactive steps within the community to ensure that new development is controlled in a manner which ensures cohesiveness with the prevailing character of an area. In this way, the Strategy recognises a further need to explore local planning framework initiatives to identify and celebrate street character areas.

Historic Heritage – Local Heritage Survey

The Heritage Act 2018 (External link) requires local government authorities in Western Australia to survey all heritage places and to periodically update that survey. In response to this requirement, Vincent is reviewing the MHI to create a Local Heritage Survey (LHS).

The MHI provides statutory protection for heritage places. It is a document that records places in Vincent that have cultural heritage value and explains why these places are special.

The current MHI was prepared and adopted in 1995, reviewed in 2007 and has been intermittently updated since.

It contains approximately 280 places with over 20 included on the State Register of Heritage Places. A review was last undertaken in 2013/2014, and since then, properties have been included on an ad hoc basis. Vincent also has three heritage areas: Harley Street, Janet Street and Brookman and Moir Streets.

Since the last review, the State's Planning and Heritage legislation has changed, and Vincent has seen widescale redevelopment, so Vincent is now undertaking a new LHS. The Local Planning Strategy reinforces the continual review and updating of the LHS.

4.2.4 Urban Design Outcomes

Vincent encompasses a range of residential, commercial, recreational and mixed use areas, each with its own identified distinct character and built form.

As urban development continues to shape Vincent's streets and precincts, it is essential to ensure that new development is complementary to the existing building fabric and urban morphology. Vincent has long been an advocate for development that holistically considers the broader context of the surrounding environment as well as the site itself. Factors such as character, building heritage and the streetscape aesthetic must be taken into account to achieve successful outcomes. A specific issue this Strategy identifies is the lack of transition between sites of high to low density. Without adequate scaling, building bulk can inadvertently and significantly impact on the enjoyment of land for a landowner. This is an issue that can be managed by reviewing Vincent's existing local framework and development provisions, as well as the zoning provided adjacent to corridors and town centres.

By prioritising the reflection and responsiveness of new development to its surroundings, Vincent can maintain its distinct identity and sense of place. Ensuring new construction contribute positive to the street and surrounding private and public realm enhances the overall quality of life for residents and visitors alike.

4.2.5 Provision of Facilities and Services

Community facilities and services play a crucial role in enhancing the quality of life for residents and fostering a sense of belonging. These facilities encompass a wide range of amenities including libraries, community centres, events and functions spaces and sports facilities. They serve as important gathering spaces where people can connect, participate in activities and access essential resources. Vincent has over 60 indoor and outdoor venues which include community facilities, sports grounds and parks and reserves shown below:

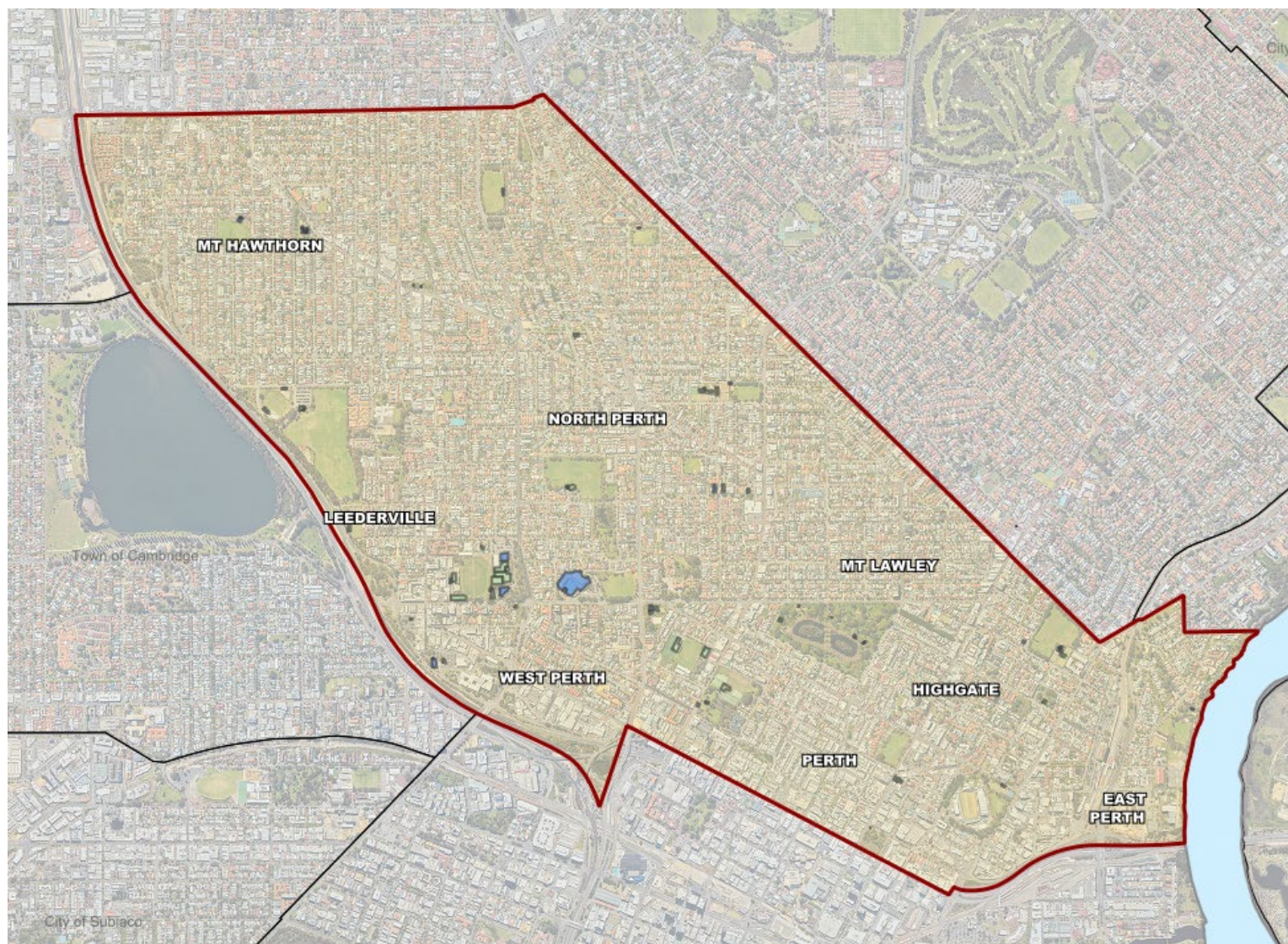


Figure 19 - Vincent Facilities

As demographics shifts and societal values evolve, the demand for different types of community infrastructure may change. This is evident with the changing demographics for Vincent referenced elsewhere in Part 2. Additionally, Vincent must also consider its current aging infrastructure, with an increasing trend towards consolidation of community assets and creating multi-functional buildings as priority. This Strategy recognises that community infrastructure is continually assessed against the demographics in an area for best practice.

Vincent is currently working on a Community Infrastructure Plan, outside of this strategy. The Community Infrastructure Plan (CIP) is set to chart a strategic course for Vincent's future. It aims to ensure that the infrastructure supporting community life not only meets current needs but is also prepared for the challenges of a growing population. This plan is crucial for addressing gaps in infrastructure, adapting to changing demands, and ensuring that resources are allocated wisely rather than reacting to short-term pressures.

Ageing facilities, evolving community needs, and shifts in how people use public spaces are driving this initiative. The CIP seeks to elevate standards, improve sustainability, and ensure that the provision of community infrastructure is both equitable and forward-looking. By focusing on long-term goals, the plan will guide investment decisions, ensuring that funding goes to projects that serve the broader community rather than just a few interest groups.

At its core, the CIP aspires to make Vincent a place where community facilities are sustainable, accessible, and adaptable—key ingredients for fostering social connections and improving wellbeing. The plan sets out clear objectives: to enhance social cohesion through better infrastructure, to ensure facilities meet the community's evolving needs, and to deliver these facilities in an efficient, inclusive manner.

By prioritising multi-functional and adaptable spaces, the CIP will also push for smarter investment and funding strategies, aligning with broader financial plans. In essence, the Community Infrastructure Plan aims to build a stronger, more connected Vincent, where infrastructure plays a central role in supporting the community's health, wellbeing, and future growth.

4.2.6 Public Open Space and Healthy Cities

Public Open Space Demand and Supply Analysis

The Central Sub-regional Planning Framework promotes urban consolidation through the 'Green Network', aiming to preserve and enhance green infrastructure, sports, and recreational spaces. This supports community health and wellness by increasing physical activity, fostering social integration, and maintaining important landscapes.

Current Provision:

Vincent has over 60 areas of open space totalling 106.3 hectares. These spaces are classified into local, neighbourhood, district, and regional levels. In 2016, there were 3.37 hectares of open space per 1,000 residents, projected to drop to 2.05 hectares per 1,000 residents by 2036 if no new spaces are added. Leederville has the most open space at 29.58 hectares.

Functionality:

Public open spaces in Vincent serve multiple roles, offering recreation, sports, and nature areas. Vincent currently has 7.45 hectares of local spaces, 28.67 hectares of neighbourhood spaces, and 31.16 hectares of regional spaces, catering to various community needs.

Projected Population and Demand:

Vincent's population is expected to grow from about 40,487 in 2024 to 51,726 by 2036. This increase will reduce per capita open space, necessitating new or optimised spaces. Denser urban areas, like much of Vincent, have a higher need for quality public open space to support the health and wellbeing of residents. The capacity of public open space to support increased population density per hectare is crucial. A 10% land allocation for open space in a lower-density suburb does not offer the same functionality as in a high-density area. High-density areas require more carefully designed and accessible open spaces to accommodate higher usage and ensure they meet the genuine needs of the community.

Meeting Future Demand:

Public open space in Vincent is largely at or nearing full capacity. As usage increases, so will the maintenance needs of these spaces. Increased watering requirements due to higher use will conflict with the need to reduce groundwater usage amid climate change. It is important to identify this issue to implement sustainable water management practices.

To address this, Vincent plans to improve the accessibility and amenities of existing spaces and acquire new land via the operation of state planning policies and the collection of funds to ensure each of Vincent's suburbs meet 10% public open space criteria. Sustainable practices, such as water-sensitive designs

and increased canopy cover, will enhance environmental quality. Examples include to be considered in the maintenance of public open space more broadly include efficient irrigation systems and water reuse where appropriate.

Historical Context and Policy: In 1955, the Stephenson-Hepburn Plan recommended developers set aside 10% of subdivisions for public recreation, managed by local governments. This was formalised in the Western Australian Planning Commission's Development Control Policy DC 2.3. Vincent's Public Open Space Strategy (2018) reviews each suburb's access to meeting this 10% requirement, noting the need for updated classifications and additional open spaces to meet contemporary needs. The basis of this 10% is reflected in the below table for each suburb:

Suburb	Area of POS (ha)	Suburb Area (ha)	% POS Attributable
Highgate	1.27	41	3.1%
Leederville	29.58	150	19.7%
Mount Hawthorn	4.61	246	1.9%
Mount Lawley	8.89	109	8.15%
North Perth	20.56	309	6.6%
Perth	32.81	210 (Combined Suburbs)	17.3%
East Perth	3.62		
West Perth	4.96	76	6.52%
City of Vincent (Total)	106.3	1,140	9.32%

Vincent established its Public Health Plan in 2020, after significant consultation with the community, non-government organisations as well as the Department of Health and other Public Health Stakeholders. This feedback shaped the creation of the Public Health Plan. The Plan recognises that community livability and wellbeing is influenced by the built, natural, social and economic environments in which we live, work and play and by appropriate separation of potentially incompatible activities. Vincent has a role to ensure these environments are safe, accessible and maintain high standards of amenity.

There are two objectives in the Plan that relate to well-designed environments. These include:

- Built Environment. Build, enhance and maintain well designed places and infrastructure to support the health, wellbeing and growth of our community; and
- Natural Environment. Provide a sustainable natural environment for the health and wellbeing of our community.

Some of the priorities in the plan include increasing active transportation options, enhancing urban greenery, reducing environmental pollutants, supporting social interaction through public space design, creating safer communities, managing potential land use conflicts, and enhancing urban design to mitigate adverse impacts.

Vincent aims to incorporate quality design principles and active community involvement to deliver local environments with high-quality amenity that support active lifestyles, encourage social connectivity, and meet the needs of our growing population, while ensuring sensitive land uses are protected from environmental stressors through appropriate location, design, and management of activities.

4.3 Economy and Employment – Issues and Opportunities

4.3.1 Activity Centre Hierarchy

Under the State Planning Framework, SPP 4.2 (Activity Centres) identifies the following centres within Vincent:

Centre	Classification
Leederville	Secondary Centre
Fitzgerald Street (North Perth)	District Centre
Mount Hawthorn	District Centre
Mount Lawley/Highgate	District Centre
Glendalough	District Centre
Refer map	Local and Neighbourhood Centres



Leederville Secondary Centre

The Leederville Secondary Centre (LSC) is Vincent's highest level activity centre and performs an important role within Vincent as a well serviced transit oriented development being serviced directly by a rail station as well as direct links onto the Mitchell Farmer Freeway network. In line with SPP4.2 the LSC is the focus of medium and high-density housing, employment growth and diversity of land uses. The development framework of the LSC is controlled by the Leederville Precinct Structure Plan.

Fitzgerald Street (North Perth) District Centre

The Fitzgerald Street District Centre (North Perth) represents a cultural centre of the northern part of Vincent and is known for its retail and hospitality offerings and is well serviced by private vehicle and bus transport into and out of the centre. In terms of building morphology, the centre has relatively low scale commercial areas along Fitzgerald Street which is surrounded by a low scale residential locality. Reflective within SPP4.2, North Perth has a relatively smaller scale which has a greater community focus to provide services and facilities to its surrounding immediate locality. The development framework of North Perth is currently being developed under the local planning framework, in the form of a local planning policy which may be updated to a precinct structure plan in time.

Mount Hawthorn District Centre

The primary role of the Mount Hawthorn district centre (MHDC) is to serve the daily and weekly needs of the local community. Identifying gaps in existing offerings within the centre or nearby will inform the viability of future developments and opportunities to optimise unique locational advantages. The MHDC stretches from a block along Oxford Street through the intersection of Scarborough beach road to the north and along the West. Its building morphology contains relatively low scale commercial buildings along the street, which expands to low density residential areas beyond. The development framework of the MHDC is currently being developed under the local planning framework, in the form of a local planning policy which may be updated to a precinct structure plan in time.

Mount Lawley/Highgate District Centre

The Mount Lawley/Highgate district centre (Beaufort Street) represents one of Vincent's premier hospitality and night life centres, with its established and newer hospitality venues which provides for a unique identity within the eastern portion of Vincent. It is well accessed by bus and car transportation along Beaufort Street, with the centre developed along the 'high street' of Beaufort Street. The buildings within the centre range from newer mixed use 6 storey buildings to lower single or two storey commercial buildings from nearly every era of development across Vincent. The centre is supported by medium density housing to the east and low-density character buildings to the west. The development framework of Beaufort Street is currently being developed under the local planning framework, in the form of a local planning policy which may be updated to a precinct structure plan in time.

Local and Neighbourhood Centres

Vincent recognises 4 existing neighbourhood centres and 6 supporting local centres which provide important local community focal points providing daily to weekly household shopping needs, community facilities and a small range of other convenience services. This Strategy encourages these centres to continue to provide adequate servicing to their immediate locality but should not encroach into the surrounding residential areas.

Neighbourhood centres currently identified by this strategy include:

1. Walcott Street (Blake Street)

This neighbourhood centre comprises twelve lots, which front along Walcott street but extend to within the residential area due to historical development activity. Lots have access to Donley Street, Little Walcott, Redfern and Blake Streets. While it is one of the larger neighbourhood centres in terms of precinct size and activity, the development within this precinct has continued to maintain its relatively low-scale built form. This centre should continue to provide limited commercial offerings for the residences surrounding.

2. Walcott Street (William Street)

This neighbourhood centre includes six individual lots (and various tenancies) abutting Walcott Street, with interfaces on each corner of William and Burt Street. The built form for the precinct is relatively low scale, with the exception of the large, three storey mixed use commercial building on the corner of Burt and Walcott Street. This precinct should continue to provide limited commercial activity to the immediate residential locality.

3. Brisbane Street (Lake Street)

This neighbourhood centre includes the heritage listed corner property and a number of character commercial buildings facing Brisbane Street. Located opposite the heritage listed Hotel Northbridge, This centre should continue to provide limited commercial activity for the surrounding precinct. A review into this centre should centre around the context of the centre and whether adjacent properties such as the Hotel Northbridge would be more appropriately located within the centre.

4. Bulwer Street

The Bulwer Street neighbourhood centre is a comparatively large hub of commercial activity, including 6 individual lots with many sub tenancies. The precinct includes character era shop fronts which have been refurbished as well as more contemporary commercial activity

further east. While this centre should continue to provide limited commercial activity for the surrounding precinct a review into this centre should include the boundaries of the precinct as well as explore any opportunities to have it incorporated into the commercial zone.

Local centres identified by this strategy include:

1. Scarborough Beach Road (Buxton and Egina Streets)

This local centre comprise of four individual lots with all but one facing Scarborough Beach Road, Mt Hawthorn. The existing land use includes some retail with a mix of light workshop activities. This centre should continue to provide limited commercial offerings for the residences surrounding.

2. Green Street

This local centre comprises 6 individual lots, with all facing Green Street and the City of Stirling. The existing land uses vary, but revolve around small scale retail and hospitality venues. This centre should continue to provide limited commercial offerings for the residences surrounding. An increase in the area of the centre may be considered where it can be shown to not negatively impact on the surrounding sensitive residential area. A reclassification to a neighbourhood centre may also be appropriate depending on level of economic activity.

3. Scarborough Beach Road (Corner Loftus Street)

This local centre comprises one lot and two individual tenancies on the corner of Loftus and Scarborough Beach Road. It presents as consistent commercial development along the corridors of both Scarborough beach road and Loftus street. This centre should continue to provide limited commercial offerings for the residences surrounding the area but further investigation is warranted to establish whether this centre couldn't be integrated into the broader corridor of Scarborough beach road.

4. Walcott Street (Corner of Hunter Street)

This local centre comprises three lots, addressing the Walcott Street frontage. It presents as low-scale, single-storey commercial development which provides bespoke limited commercial activity to cater for the needs of surrounding residents and the locality. This centre should continue to provide limited commercial offerings for the residences surrounding.

5. Walcott Street (York Street)

This local centre includes a street block of three separate lots, but only one abutting Walcott Street contains commercial activity. The relatively low-scale built form and activity is consistent with other neighbourhood centres within Vincent and therefore should continue to provide limited commercial offerings for the residences surrounding. A review into this centre should be undertaken to evaluate the

boundaries of the commercial zone and whether any change should be made in reference to the smaller residential lots adjacent to the lot abutting Walcott Street.

6. Lord Street (Lincoln Street)

This local centre comprises of three individual lots, all of which are single storey character era commercial buildings fronting Lord Street. While this centre provides limited commercial activity, the area immediately abutting includes significantly larger commercial buildings. A review into this centre should explore whether it could not be included in the broader commercial precinct, with specific requirements to ensure the character of the buildings are retained.

A breakdown of each of the centres mentioned above, including their size number of lots and current dwellings is provided below:

Location	Suburb	Total area (sqm)	Classification	Number of lots	Number of properties	Current dwellings
SBR/Loftus	North Perth	862	LC	1	1	0
Lord Street	Highgate	1,009	LC	4	4	0
Walcott/Hunter	Coolbinia	1,404	LC	3	6	0
Brisbane/Lake	Perth	1,424	NC	3	11	4
Walcott/York	North Perth	2,365	LC	3	3	2
Bulwer/Lake	Perth	3,884	NC	5	28	18
Green Street	Mt Hawthorn	4,027	LC	6	8	1
SBR/Buxton	Mt Hawthorn	4,623	LC	4	9	0
Walcott/William	Mt Lawley	6,442	NC	6	49	30
Walcott/Blake	North Perth	13,138	NC	13	75	25
Total						

In accordance with the State Planning Framework, specifically SPP4.2, this Strategy acknowledges that a number of Vincent's neighbourhood and local centres may be underperforming in terms of dwelling yield as well as classification. As part of further work required within this strategy, a critical review of each neighbourhood and local centre is required to ensure each centre is adequately meeting community and State Planning Framework expectations.

4.3.2 Corridors and Other Strategic Growth Areas

Acknowledging the sustained growth Vincent has seen in areas adjacent to those recognised in SPP 4.2, the following are identified as areas of strategic growth and reflected in the local planning framework:

Centre	Classification
William Street	Urban corridor
North Claisebrook	Strategic growth area
West Perth (Pickle District)	Strategic growth area
Glendalough	Strategic growth area
Lord Street West	Strategic growth area
Charles Street and Scarborough Beach Road	Strategic growth area

William Street Urban Corridor

The William Street Urban Corridor (William Street) exists as a Town Centre within Vincent's local planning framework and is recognised by this strategy as an urban corridor. The Town Centre is confined to a comparatively small area of William Street close to Northbridge and the Perth local government area boundary. It maintains a relatively low level of infill development and commercial activity, compared to its inner city location. Vincent is currently developing a local planning policy within its framework which may be updated to a precinct structure plan in time.

North Claisebrook Strategic Growth Area

The North Claisebrook Strategic Growth Area (North Claisebrook) is another growth area within Vincent that has great potential due to its close proximity to the Perth CBD and relative lack of development having occurred within the area. Located near east perth abutting the freeway to the south, North Claisebrook is split into two areas; its commercial and mixed use area to the south and mixed use and residential area to the north. Vincent has developed a local planning policy within its framework which may be updated to a precinct structure plan in time.

West Perth (Pickle District) Strategic Growth Area

The West Perth Strategic Growth Area (Pickle District) is a prime example of an agglomeration of unique character and businesses organically occurring overtime to establish its unique identity. Located along the southern boundary of Vincent, the Pickle District is identified as one of Vincent's Strategic Growth Areas due to its artistic, cultural heritage businesses as well as the opportunities it can provide for infill housing within Vincent due to its close proximity to the CBD and associated public transport infrastructure that services it. Vincent has developed a local planning policy within its framework which may be updated to a precinct structure plan in time.

Glendalough Future Investigation Area

Located on the northwest corner of Vincent, the Glendalough Future Investigation Area represents an area directly adjacent to the established Glendalough Train Station. This local planning strategy recognises the potential this area has as a transit-oriented development, with direct access to the Transperth network via the established train infrastructure and bus port. Reflective of endorsed approaches to density across Scarborough beach road and the Mitchell Freeway, this strategy recognises further investigation into this area to provide additional infill dwellings. Additional development opportunity within this area reflects the adjacent local governments (City of Stirling) strategic planning for this area, as well as being reflected as a 'District Centre' under State Planning Policy 4.2 (Activity Centres).

Lord Street West Future Investigation Area

The Lord Street West Future Investigation Area comprises a number of facilities and features unique to its location. It comprises a large commercial oval, small recreational park as well as a mix of single storey character buildings to larger scale apartment complexes. This area also includes some City owned landholdings in the area known as the Brisbane Street carpark. This local planning strategy recognises the potential this area has to support population growth as well as commercial development around the stadium, while still protecting valued character buildings within the precinct. This strategy recommends further analysis in the area is needed to understand the community desires for the future and broader planning for the area, in line with that occurring on the City of Perth boundary.

Charles Street and Scarborough Beach Road Future Investigation Area

The Charles Street and Scarborough Beach Road Future Investigation Area is centred around the intersection of Charles Street and Scarborough Beach Road, North Perth. It is typified by its anchor land uses of service station/fastfood and surrounding low scale commercial activity. In recent years, there has been increasing pressure to provide some strategic guidance for the area, particularly noting its close proximity to the North Perth Town centre. This strategy recognises the need to provide a longer-term vision for the precinct while still ensuring development does not detract from commercial activity of the North Perth Town Centre. A future framework should consider larger scale businesses not appropriate for the North Perth Town Centre as well as its interface to residential areas beyond. Mixed use infill development may also present as an opportunity for this area.

4.3.3 Commercial Activity and Business Growth

The following table provides a breakdown of the land zoned for commercial and semi commercial activity within Vincent.

LPS2 Zone	Number of lots	Total area (ha)	Average lot size (sqm)
Commercial	473	45.4	960.8
District Centre	258	20.9	809.7
Local Centre	93	7.8	843.6
R-AC2	19	1.4	745.9
Regional Centre	155	14.9	963.8
Mixed-use R100	1	0	326
Mixed-use R160	70	4.1	581.1
Mixed-use R40	734	64.8	882.5
Mixed-use R60	290	19.8	682.8
Mixed-use R80	43	5	1165.9

The following map provides an overview of the areas of commercial and business activity across Vincent.

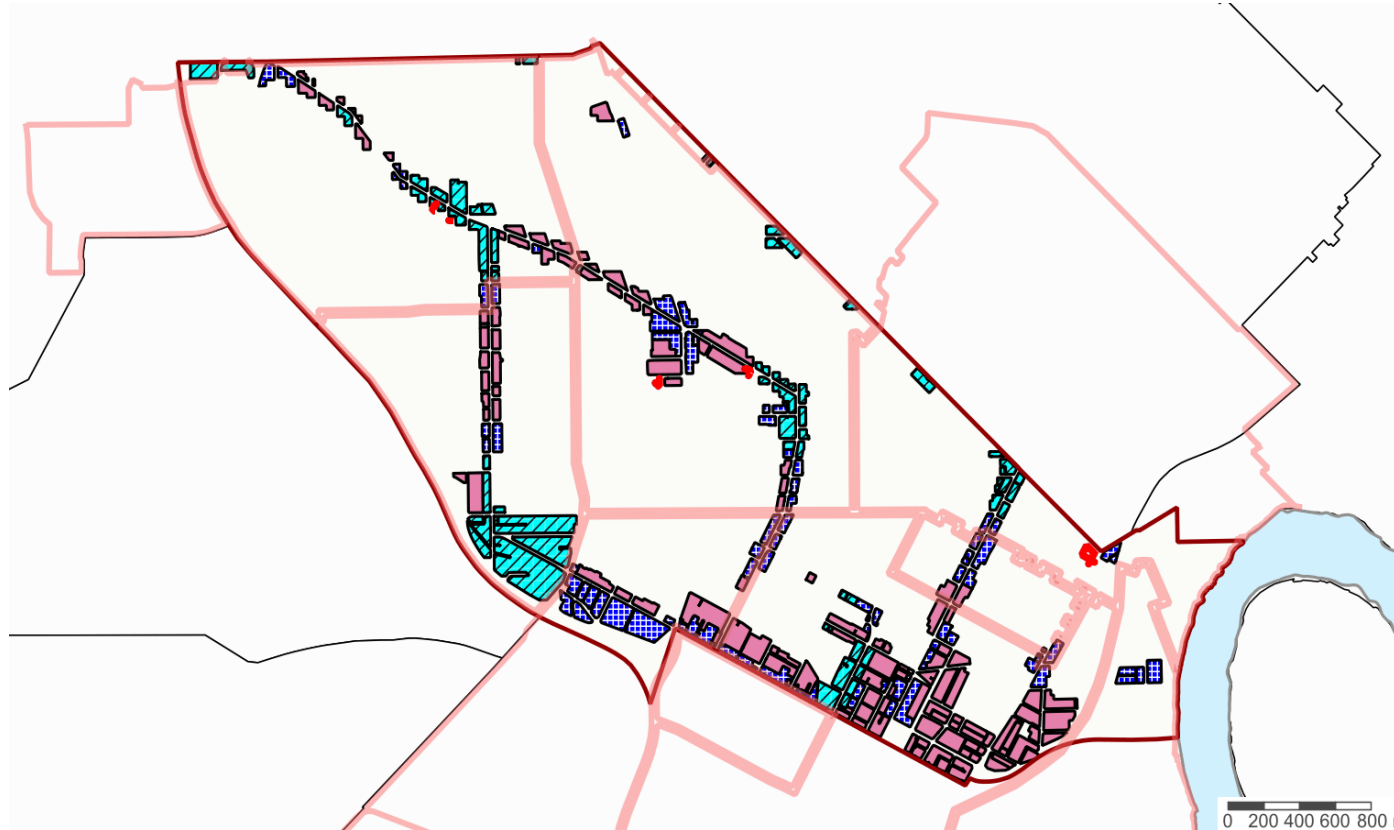


Figure 21 - Commercial, Centre and Mixed Use zoned land

Vincent is known for its vibrant urban centres and is characterised by diverse commercial and economic activities. Vincent has historically and continues to align the hierarchy of activity centres spread across the area, with the level of commercial development to ensure higher order activity centres such as Secondary or District level have appropriate land uses. For example, retail and hospitality venues being located in key Town Centres, creating unique places for residents and visitors alike, which reduces in activity down to lower impact business activities in the lower order centres. This Strategy recognises this importance, particularly as it impacts out of centre development where a retail needs assessment may be required. It is important that this Strategy

recognises and balances the need to encourage appropriate businesses within Town Centres or activity areas but still balance this with established residential areas. A number of other strategic considerations present themselves as part of this strategy, such as:

- Hybrid working arrangements for businesses has shifted significantly since before the COVID-19 global pandemic, including working from home, which shifts the needs and requirements for largescale office space.
- There is a growing trend within the community around accurate representation of land uses so that they can be adequately controlled through Vincent's local planning scheme (i.e. premises whose primary means of trade is the consumption or sale of tobacco).
- Economic diversification in the field of encouraging the growth of emerging industries such as technology and creative sectors.
- Business support programs to provide tailored support and incentives for small businesses, such as Vincent's Business Enhancement Grants.
- Place making and activation supports placemaking initiatives and community led activations to enhance the vibrancy and attractiveness of commercial precincts, encouraging increased foot traffic and patronage for local businesses.

4.3.4 Tourism

In respect of Tourism, each of Vincent's Town Centres, sporting grounds of size as well as its general proximity to the Perth CBD are recognised as providing tourism value and opportunities. To optimise these attributes as well as to support the strong economic possibilities that come from having visitors come and stay within the area, the Strategy identifies the need to provide development incentives to consider increasing tourist accommodation within Vincent, while still maintaining a diversity of housing in line with the state and local planning framework.

4.3.5 Knowledge Economy

The concept of a knowledge economy is crucial for communities both economically and socially. Economically, it drives growth by fostering innovation, attracting investment, and creating job opportunities. It reduces reliance on finite resources and promotes sustainable development. Socially, it empowers individuals by democratising access to education and information, fostering lifelong learning, social mobility, and cohesion. Embracing the principles of the knowledge economy is essential for communities to thrive in the modern era, unlocking opportunities for prosperity and progress.

Within Vincent, there are recognised hubs where similar businesses have agglomerated which has led to clusters of specific expertise. This Strategy recognises the need to support these businesses.

4.4 Environment – Issues and Opportunities

4.4.1 Natural Assets and Climate Change

Natural Environment

Vincent is situated on the Swan Coastal Plain, a gently undulating geographical area which extends 30 kilometres from the coast to its eastern boundary at the Darling Scarp and is located on a series of 12 former wetlands and benefits from direct access to 1.1 kilometres of Swan River frontage. The area is characterised by its deep, sandy soils which form part of an ancient sand dune system. Soils in this area are notoriously sandy, long leached of any carbonate materials which leaves them with limited capacity to retain water, nutrients and organic matter. Acid sulfate soils form a natural component of low-lying wetlands and require careful management and mitigation measures in former wetland areas and the Swan River foreshore area of Vincent.

The effects of climate change present significant and on-going challenges for Vincent. Mitigating the impact of these challenges remains a key focus for Vincent. Continuing these actions to mitigate and adapt to climate change is crucial in protecting the local environment.

Climate change

Human induced climate change has and will continue to have profound impacts on Vincent and Perth more generally. As the consequences of human induced climate change begin to take course, a series of localised impacts will be felt by Vincent. These include:

- Temperature rise which will lead to more frequent and intense heatwaves. This poses health risks, particularly to vulnerable populations like the elderly and young children.
- Water scarcity due to decreased rainfall and increased evaporation rates will reduce water availability, putting pressure on water resources for both consumption and commercial activities.
- Extreme weather events like storms and bushfires will likely increase in frequency and can cause property, infrastructure and natural habitat damage as well as posing direct risks to human safety.
- Biodiversity loss as habitats are altered or destroyed, leading to a decline of native species and ecosystems.
- Personal health impacts through increased heat related illnesses and degraded air quality due to factors like bushfire smoke and pollution.
- Economic consequences including damage to infrastructure.

In order to meet the challenges of a warming climate and the other various impacts of human induced climate change, it is imperative that Vincent focuses on decarbonising its own operations, whilst supporting and empowering the community to be more sustainable. Sustainability initiatives such as converting Vincent's light vehicle fleet into Zero Emission Vehicles (ZEV), whilst incentivising and prioritising sustainable and active transportation for private development acts on climate change across all areas within Vincent

Swan River/Derbarl Yerrigan, Lakes, Wetlands and Water management

The Swan River foreshore, Smith's Lake, Hyde Park Lakes are highly valued water bodies located within Vincent.

Vincent holds shared responsibility for the planning and management of the Swan River foreshore and adjacent lands which is located in the Development Control Area and managed by the Department of Biodiversity, Conservation and Attractions.

Hyde Park, Smith's Lake, and the Banks Reserve foreshore are important feeding and breeding sites for a variety of birds, also providing habitat for fauna such as tortoises and various freshwater crustaceans. While also important habitats, the existing and former wetlands have played a significant role in the environmental, cultural, and economic history of Vincent. In recognition of this, a Wetlands Heritage Trail was established, linking 7 kilometres of pedestrian and cycle paths to parks and points of interest across the wetlands system.

In addition to its natural water courses and lakes, Vincent (like other local government areas) face several water quality and water management challenges in the years ahead which include:

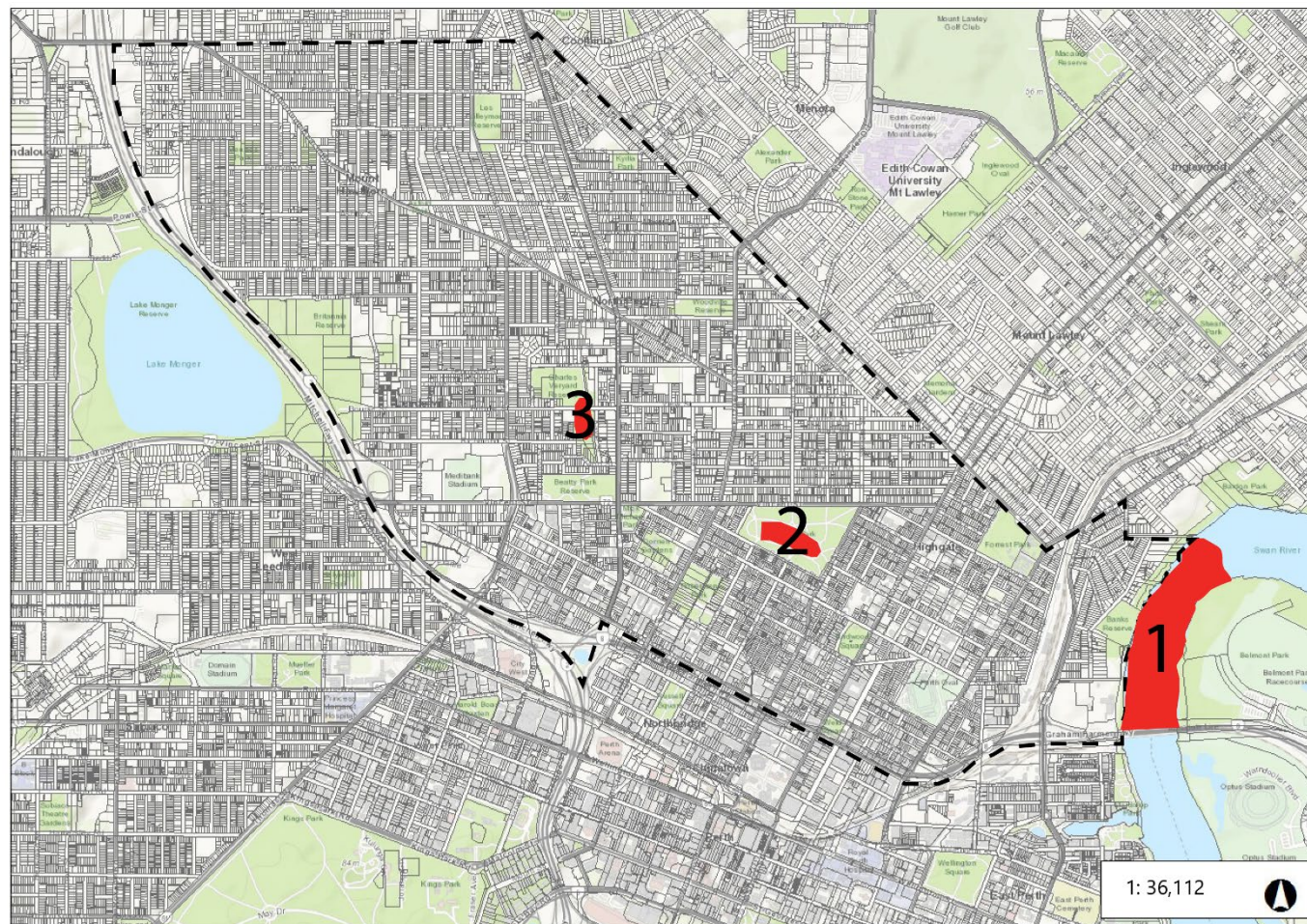
Water quality – The quality of water may be affected by various pollution vectors such as uncontrolled stormwater runoff, industrial or commercial activity and increases in urban development. Contaminants such as chemicals, nutrients and sediments can degrade water quality impacting both human and aquatic ecosystems particularly along the Derbarl Yerrigan (Swan River) waterfront.

Groundwater Depletion – The level of increased infill housing and water extraction poses a risk for groundwater depletion. Overdrawing groundwater can lead to subsidence, saltwater intrusion, and depletion of aquifers, posing long term sustainability challenges for water resources.

Stormwater management – While Vincent does effectively manage the majority of stormwater on site of separate lots, management in general is crucial to prevent flooding, erosion, and contamination of water bodies within Vincent. Inadequate stormwater infrastructure and improper land use practices can exacerbate these issues, leading to environmental degradation. Increases in the frequency of severe storm events also pose a challenge to stormwater management.

Water conservation and efficiency – Promoting water conservation and efficiency measures is essential for sustainable water management, particularly given Perth's average annual rainfall having reduced nearly 20% since the 1970s (Water Corp, 2024). Implementing water saving technologies as well as promoting waterwise landscaping can help to mitigate water scarcity and reduce pressure on water resources.

This strategy recognises a holistic approach is needed to address the impacts of climate change and build resilience. This begins with identifying the impact of climate change on Vincent and follows a data supported and clear set of goals to meet the needs of a growing population and growing local government. This will include work Vincent has begun towards its enhanced environment strategy amongst other projects.



LEGEND

1 - Swan River Foreshore

2 - Hyde Park

3 - Smiths Lake

Figure 22 - Natural Watercourses

Waste management

Effective waste management is vital for Vincent, with a focus on a circular approach where materials are reused, recycled, and repurposed. Vincent is committed to reducing landfill waste, increasing recycling rates, and promoting composting for organic waste. Key initiatives include:

Waste Reduction Programs: Educating residents and businesses to minimise waste and reduce single-use plastics.

Recycling and Reuse Initiatives: Expanding recycling services and promoting item reuse through community programs.

Organic Waste Management: Implementing composting programs to divert organic waste from landfills.

Sustainable Procurement Practices: Encouraging the use of recycled products and supporting sustainable businesses.

4.4.2 Urban Greening

Vincent recognises climate change and the effect it could have on our flora, fauna, and the physical environment. The drying climate and warmer temperatures that greater Perth is experiencing and will continue to experience has significant impacts on green spaces and the natural environment in Vincent.

Urban infill development presents as an ongoing challenge in tree retention and the protection of our urban forest. While this is a key component of this Strategy, Vincent and its connected community recognise a need to balance both the need for infill development and urban greening.

All trees on public and private land combine to form the urban forest, a key environmental asset in our City. The leafy cover produced by urban forest is invaluable in the environmental, social, recreational, and mental health and well-being benefits it provides. Urban tree canopy mapping has revealed very little improvement in Vincent's overall canopy coverage between 2014 and 2020, with no change since 2016. Development the Greening Plan 2018 – 2023 has been fundamental in its contribution to urban greening improvements. While occupying only one-third of the measurable urban forest land use area, tree plantings in parks, reserves and road reserves which have produced the greatest increases to the canopy. However, The public realm does not provide enough opportunities to significantly increase the overall canopy. Private land continues to provide the greatest opportunity to increase our canopy and create a cooler, greener, more attractive, and sustainable environment.

In order to respond and compliment these strategies efforts for infill housing, Vincent has recognised some ways which it will progress to resolve the decline in tree canopy and its associated impacts on the community, such as:

- Establish a data set which measures tree canopy coverage levels across Vincent as a whole, its suburbs and precincts as well as along street blocks; and

- Explore the creation of local planning framework provisions which encourage the retention of mature trees on private land, as well as any other incentives within the planning framework that encourages the retention of trees as part of development contributions on large scale development.



Figure 23 - 2016 Tree Canopy



Figure 24 - 2018 Tree Canopy



Figure 25 - 2020 Tree Canopy

4.4.3.5 Bushfire Risk

The Swan River foreshore area has been identified as a bushfire risk, with many of the surrounding or adjoining properties identified as bushfire prone due to the level of vegetation present. Vincent will continue to ensure that planning and development in these areas is compliant with SPP 3.7 and Guidelines, and the recommendations of the Department of Fire and Emergency Services.

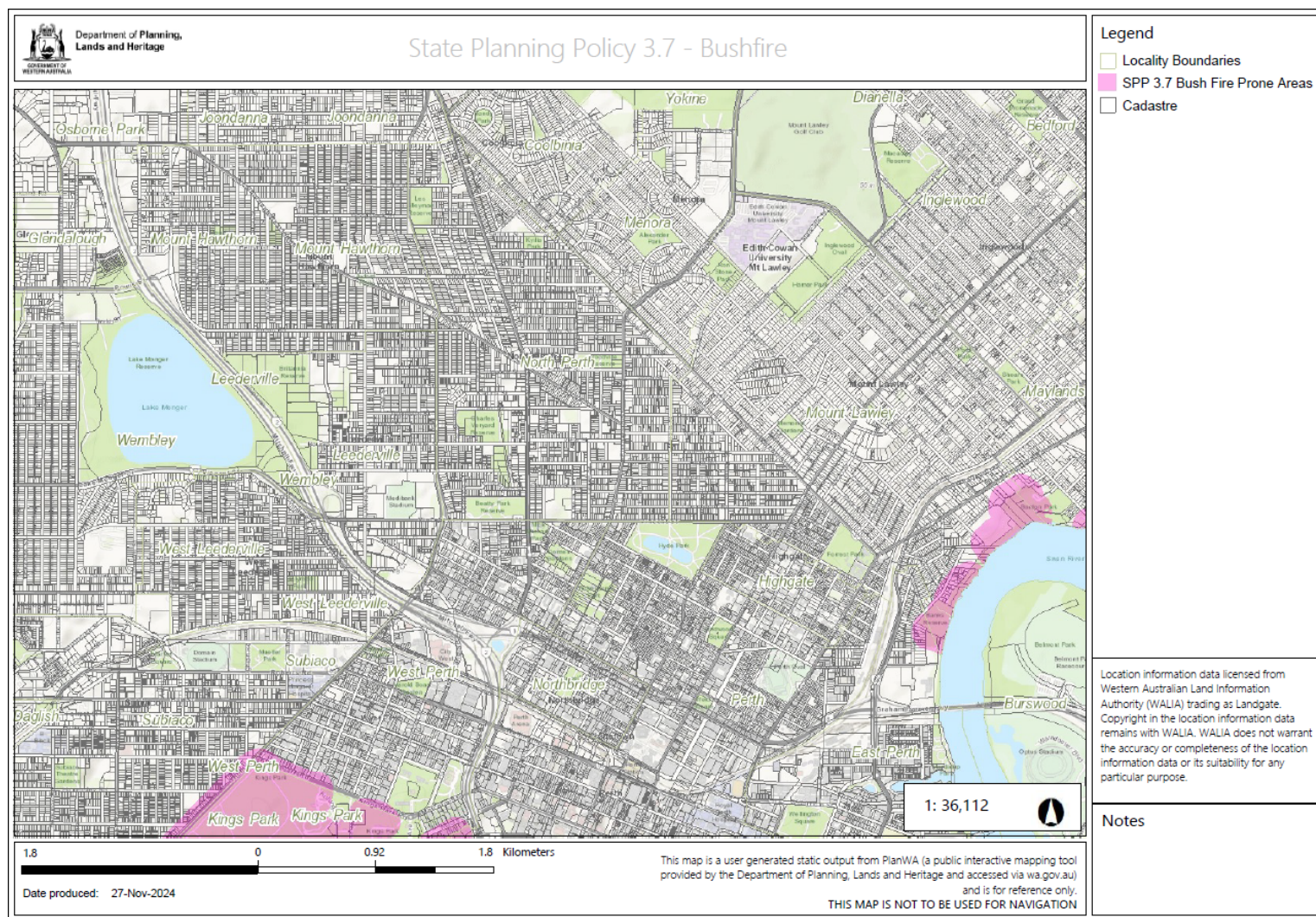


Figure 26 - Bushfire prone land

4.4.3.6 Aboriginal Heritage

The area now encompassing Vincent has long provided significant spiritual and physical sustenance to Whadjuk Noongar people. The Vincent area incorporates twelve former wetlands and a stretch of Swan River frontage between the ocean and major water systems which play a vital role in the creation of the world for Whadjuk. They are part of the interconnected movements of the Waugyl as it carried out its task of making of the streams and waterways in the *nyittiny* (cold times). Both Noongar knowledge and archaeology confirm that before and after European contact, Noongar often camped in close proximity to Waugyl sites near water which were abundant in food resources.

As conflict gradually increased as a result of disputes over resources and access to land, Noongar who survived were pushed further to the limits of the 'settled' areas. However, many Noongar needed to visit the built up areas such as Perth, camping on the outskirts in the bush with water and sources of food. Lakes around the present-day City of Vincent were ideal for this. Most of these wetland areas were progressively drained from the 1850s and converted to market gardens or parkland.

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

4.5 Infrastructure – Issues and Opportunities

4.5.1 Infrastructure Upgrades

To meet the population and density targets set by the state planning framework, it's crucial to ensure that state and local government infrastructure projects are well-coordinated. Aligning infrastructure development with growth goals boosts land use efficiency and enhances residents' quality of life. In Vincent, this coordination is particularly important as we look at the various infrastructure elements that support the community. By syncing these planning efforts, we can manage increasing density more effectively while maintaining high living standards and ensuring everyone has good access to essential services.

A key component on the success of any infrastructure upgrade should be the co-locating of services. Service providers should be encourage to collaborate to co-locate below ground utilities and rationalise above ground infrastructure within Vincent's Town Centres and corridors. This approach aligns with best practice standards, enhancing urban aesthetics, reducing clutter and improving maintenance efficiency. By streamlining infrastructure, Vincent aims to create more organised, attractive and functional spaces.

Sewerage

The majority of Vincent enjoys connection to deep sewer. As per the established Government Sewerage policy framework, which seeks to ensure that all properties are provided with access to reticulated deep sewer any upgrades to this contemporary system will be born at time of subdivision and redevelopment. This is assessed on a case by case basis.

Power

Vincent contains a number of high voltage overhead transmission lines, varying from 132kv to 66kv. These are located in the southern suburbs of Vincent adjacent to the City of Perth, as well as long a mixture of high priority transit corridors such as Vincent and Norfolk Streets. While the residential areas throughout Vincent are provided with overhead power the State Government and Vincent are working in partnership to convert distribution powerlines to underground power, delivering reliable and safe power while improving street appeal and allowing the tree canopy to flourish.

Based on remaining electrical capacity throughout Vincent, Western Power estimates that as of 2023 areas of Vincent such as the suburbs of Highgate, Mount Lawley and Perth may need increases in capacity. It is suggested that in accordance with levels of demand as Vincent increase its population in line with state government infill targets upgrades will occur through Western Power projects.

Gas

Gas is available throughout Vincent, via a mixture of high and medium pressure sub-terranean gas pipeline network. The gas distribution network operated by ATCO Gas Australia may need strengthening as infill development occurs across Vincent subject to a demonstrated need.

Water

Due to Vincent's location within the Perth Metropolitan Region, the vast majority of lots enjoy access to water sources (scheme water). It is not considered a hindrance to future development and subdivision on this basis, however, further consultation with the Water Corporation is required as Vincent's population increases. The Water Corporation is responsible for monitoring the existing water supply system and making adjustments as necessary to accommodate any growing demands.

Drainage

Most of Vincent is built on well-draining, aerated soil, which allows for straightforward stormwater management with runoff handled within property boundaries. However, in low-lying areas and those close to natural watercourses like the Derbarl Yerrigan, managing stormwater becomes more complex due to difficulties with infiltration.

Additionally, stormwater retention and aquifer recharge are critical in these regions to prevent exacerbating drainage issues. The Coastal Hazard Risk Mapping (CHRM) projection of a one-meter sea level rise over the next hundred years could significantly impact the Swan Canning Estuarine system, potentially overwhelming existing drainage systems and affecting areas at risk of inundation. Consequently, new developments in these vulnerable areas may need to integrate with Vincent's stormwater and drainage systems to accommodate both current and future risks, ensuring that density increases do not compromise overall resilience and functionality.

4.5.2 Connectivity

Vincent's Accessible City Strategy (ACS) is a comprehensive roadmap aimed at enhancing accessibility and inclusivity within its urban landscape. Central to this strategy is the advocacy for improved public transport linkages, which play a pivotal role in fostering connectivity and mobility for all residents and visitors.

The ACS puts people first by using a user hierarchy to prioritise traffic and transport across Vincent. It highlights the need for efficient and connected public transport systems, showing Vincent's commitment to cutting down on private car use, providing fair transport options, and building a more sustainable future. A key part of this plan is working with State and Local Governments to coordinate the planning and delivery of infrastructure, making sure it meets density targets and supports the Vincent's for better connectivity and inclusivity.

The ACS outlines specific measures to improve streets based on their hierarchy within the urban fabric. Streets are categorised according to their function and importance, with thoroughfares serving as major conduits for vehicular and pedestrian traffic receiving particular attention. Within this framework, initiatives such as dedicated bus lanes, expanded tram networks, and enhanced pedestrian facilities are prioritised along key corridors to facilitate seamless movement and accessibility.

This Strategy support actions and outcomes with the ACS, which directly address the functional hierarchy of movement of Vincent's streets and roads. It also acknowledges actions within the ACS which speak to advocacy around the road network as well as the Link and Place framework, such as:

- Advocate for and support improved east-west public transit connectivity.
- Advocate for additional public transport infrastructure along corridors; and
- Using the Link and Place framework, incorporate an appropriate level of pedestrian amenity along bus priority routes.

This Strategy recognises the established and endorsed position from the community surrounding connectivity, mode shift and the Link and Place hierarchy.

4.5.3 Rights of Way

Throughout Vincent exist rights of way (ROW) which are used by properties that adjoin them for vehicular access. Past efforts by Vincent to recognise these formally have long since lapsed (City of Vincent ROW upgrade and acquisition program 2010). Where these ROWs exist, the local and State Planning Framework provides a presumption that access to residential properties will be taken from the ROW in favour of the public street (if the access point is practical).

ROWs are identified for their unique ability to protect high amenity streetscapes by reducing the number of crossovers required on the primary streetscape which can provide additional locations for tree planting and canopy. By limiting crossovers, street tree loss is also minimised. Therefore, the retention and enhancement of the existing ROW network should be considered a priority to ensure the current and future high amenity streetscapes are not unnecessarily impacted.

It is suggested that Vincent establish a review into its ROWs, to provide an adequate instrument for the identification and control of ROWs, which would also identify the ROWs that require improvement. A review into the contemporary standards within the local planning framework relating to ROWs should also be undertaken to ensure that ROWs can be used in a safe and effective manner that preserves their continued use.

4.5.4 Public Transport

Vincent has access to a range of significant public transport infrastructure, which connects into and out of the local area. Vincent is also currently investigating the ability for some of its key transit corridors to accommodate mid tier transit. This may include the likes of rapid bus routes or ‘trackless trams’ along key nodes like Beaufort and Fitzgerald Street, to increase uptake of public transport throughout Vincent. It is important that Vincent recognises the need to support this level of infill development through appropriate density.

The existing public transport offerings include:

Bus

Transperth operates several bus routes that traverse through Vincent providing coverage and connectivity.

Key routes include:

Route 19: Links Elizabeth Quay Bus Station in the CBD to Mount Claremont via Fitzgerald Street, passing through Vincent.

Route 370: Connects Mirrabooka to Morley via Beaufort Street, serving as a major route within Vincent and neighboring areas.

Route 950: Offers frequent service between Morley Bus Station and Perth Busport via Beaufort Street, a crucial route for Vincent residents.

Route 67: Bridges Warwick and the CBD through Vincent Street and Charles Street, catering to commuters from the northern parts of Vincent.

Route 960: Links Curtin University campus in Bentley to Mirrabooka Station in the north, via Fitzgerald Street.

Route 990: Beginning at Scarborough Beach, running down Scarborough beach road and heading south through Mount Hawthorn, North Perth and ending at the Perth Bus Port.

Train

Vincent benefits from direct access to Glendalough and Leederville train stations on the Yanchep Line, as well as Claisebrook and East Perth stations on the Midland/Perth Airport Line. The latter also serves interstate and regional trains, including the AvonLink and the Perth to Kalgoorlie service. From December 2024, the new Ellenbrook Line will further enhance connectivity, linking directly to key locations in the north-east corridor.

Beyond these, three key stations—Mount Lawley, West Perth, and Perth Station—are located just outside the local government boundary, providing additional access to the broader rail network.

In addition to the above services, Vincent is part of the Perth Parking Management Area (PPMA) and associated fund. These aim to reduce traffic congestion, promote public transport, and improve air quality in central Perth. All parking bays within the PPMA require a license, with collected fees funding initiatives like free Central Area Transit (CAT) bus services and infrastructure enhancements for cyclists and pedestrians. Managed by the

Department of Transport, these efforts support sustainable urban transport and environmental goals, encouraging a shift from car use to more sustainable travel modes.

4.5.5 Cycling

Cycle infrastructure is varied in Vincent and caters to different levels of cycling confidence. The majority of the infrastructure across Vincent is provided in shared paths of varying widths and quality. These paths tend to give priority to cars, with crossing controls and amenity suitable for small volumes of cyclists only. A continued conflict between road cyclists and car users exists as a result of some ad-hoc cycling networks within Vincent and across the Perth Metropolitan Region more generally. From a network perspective, sections of high-quality, separated bike lanes and wide shared paths give local access and mobility, but do not connect to each other. This represents the largest deficiency in Vincent's cycling provision. Vincent provides guidance for its cycle network through both the Accessible City Strategy (ACS) and Bike Plan. The ACS provides the following actions relating to cycling:

- Development a set of link and place guidelines to guide future streetscape improvements. This is to ensure that road and verge space is prioritised according to user and road hierarchy;
- Explore locating bike share docks within Town Centres and mixed use areas. One option is to locate bike share docks within existing car parking bays. This is to ensure that use of cycling is an easy and accessible mode of transport across Vincent's more densely populated centres; and
- Ensuring appropriate end of trip facilities are provided within Town Centres and mixed use centres. This is to ensure the comfort of cyclists, walkers or jogging to work.

Vincent's Bike Plan (2023-2028) aims to make cycling and walking the preferred modes of transport for short trips, while also providing safe and efficient options for longer journeys. The plan emphasises behaviour change, with goals to:

- Increase bike and pedestrian travel, especially among school children
- Improve perceptions of safety and connectivity
- Address cycling network issues both locally and holistically by dividing Vincent into five neighbourhood areas
- Encourage continuous community engagement, planning, and investment to create a supportive environment for active transport

The ultimate goal is to enhance neighbourhood connectivity and reduce car use.

At its core the ACS acknowledges that the Local Planning Strategy will be a major tool to increase the number of people living within a walkable/cycling distance from their place of employment and reducing the need for people to travel by car.

The following map shows Vincent's endorsed Long Term Cycle Network (LTCN) routes. The LTCN identifies aspirational networks of connected bicycle routes that would link parks, schools, community facilities and transport services, to make riding a bicycle a convenient and viable option for more people and more trips.

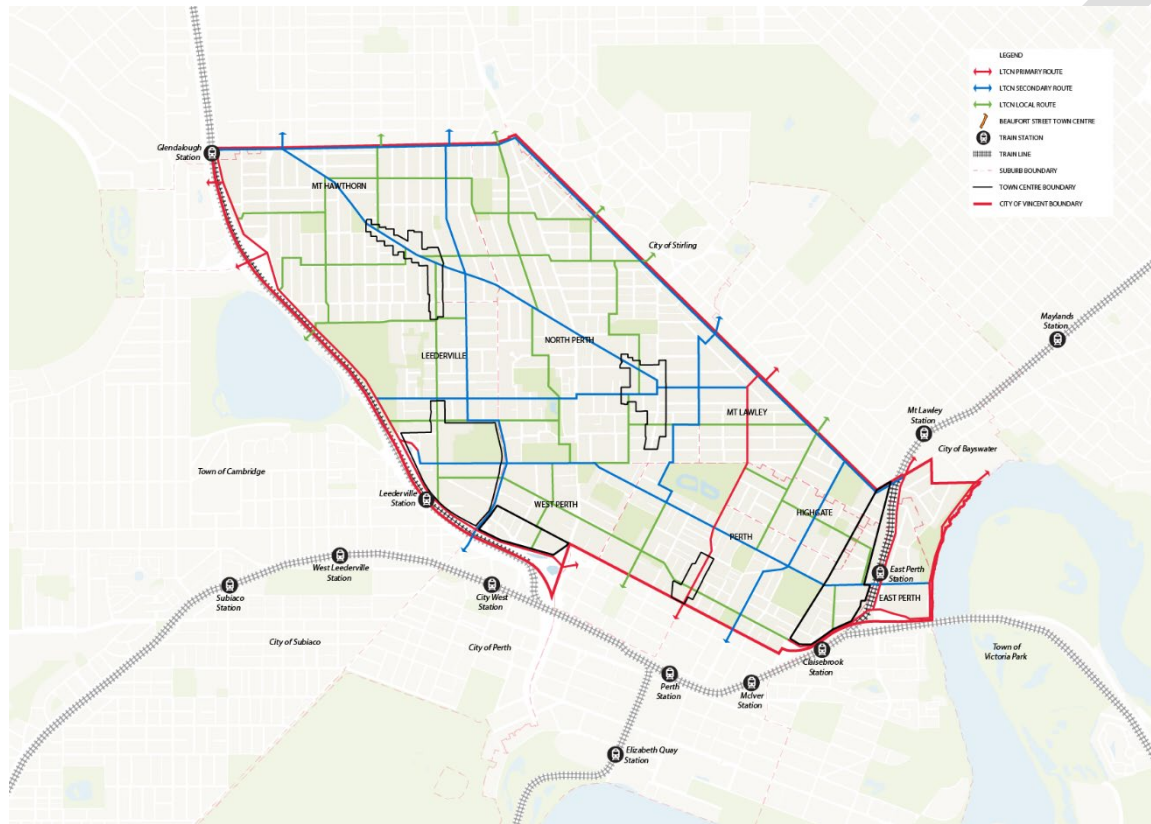


Figure 28 - Vincent Long Term Cycle Network

4.5.6 Walking

Pedestrian activity and connectivity stand as foundational elements shaping the vitality and functionality across Vincent. Deliberate attention to pedestrian infrastructure, particularly along primary routes within Town Centres, activity corridors and neighbourhood or local centres serves as a key outcome of the ACS and this strategy. Pedestrian environments are pivotal in integrating land use and transport systems, enhancing the liveability of the community.

Within Vincent the pedestrian experience is varied, much like the cycling infrastructure. In a similar way this is noted within the ACS with actions aimed to address this in the following manner:

- Use planning policy to encourage people to use public and active modes of transport by developing diverse housing types within Vincent which don't require the number of car parking bays currently mandated by the R-Codes, particularly along transit corridors and within transit nodes to support public transport uptake.
- Develop marketing campaign/education program to increase community awareness of existing public transit and walking/cycling options to destinations within Vincent.

Both the ACS and Strategy recognise that encouraging active transport through walking via appropriately located density and attractions meet the key objectives of Vincent by providing a compact and accessible city.

4.5.7 Parking Management

The needs for parking differ greatly across Vincent. These needs are influenced by the activity, density and variety of development in the area, as well as the availability of alternative transport modes. Parking is an effective bridge between land-use and transport mode choice.

Parking is an essential and inherent component of both the transport and land use system, and unique in that behaviour can be influenced directly at the planning and policy stage rather than solely through infrastructure provision. An appropriate supply of quality, well located car parking is a critical issue for people and businesses. Parking management has the ability to influence a reduction in private vehicle trip generation and to create a more sustainable land-use and transport environment.

As part of this Strategy as well as the Local Planning Framework broadly, Vincent recognises the parking demand within its centres and corridors as well as residential, public parking supply and the hierarchy of transportation. This is reflected in the Accessible City Strategy, which has a number of actions which reflect the need to manage private motor vehicles:

- Require car parking configurations be adaptable to alternative uses for future development; and
- Use planning policy to encourage people to use public and active modes of transport by developing diverse housing types within Vincent which don't require the number of car parking bays currently mandated by the R-Codes, particularly along transit corridors and within transit nodes to support transport uptake.

This local planning strategy reflects and supports the endorsed position of Vincent through the ACS.

4.5.8 Telecommunications

Vincent has a number of telecommunications infrastructure located throughout the area, of various sizes and specifications. Vincent will continue to apply the requirements of State Planning Policy 5.2 – Telecommunications Infrastructure to ensure that both the needs of provision of adequate telecommunications services as well as the amenity impact that some structures can provide will be managed.

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