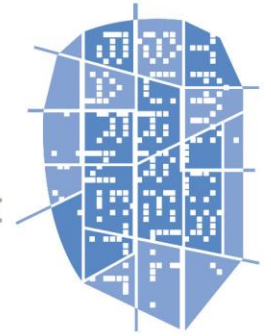


Structure Plan

NORTH SUBIACO

Taylor
Burrell
Barnett



July 2018



DOCUMENT HISTORY AND STATUS

Prepared for **City of Subiaco**
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Revision	Reviewer	Date Issued
16/020-1	ST	Sept 2016
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16/020-4	ST	June 2017
16/020-5	ST	22 June 2017
16/020-6	ST	April 2018
16/020-7	ST	July 2018

ENDORSEMENT

This Structure Plan is prepared under the provisions of the City of Subiaco's Town Planning Scheme No. 4.

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

..... Date

Signed for and on behalf of the Western Australian Planning Commission

.....

an officer of the Commission duly authorised by the Commission pursuant to section 16 of the Planning AND Development Act 2005 for that purpose, in the presence of:

..... Witness

..... Date

..... Date of Expiry



TABLE OF AMENDMENTS

Amendment No.	Summary of the Amendment	Amendment Type	Date Approved by WAPC

STRUCTURE PLAN OVERVIEW

Item	Data	Structure Plan Ref. (Section No.)
Total area covered by the Structure Plan	56 Hectares	Part 2, Section 2.2
Area of each land use proposed: <ul style="list-style-type: none"> Mixed Use Residential Public Purposes (High School) Redevelopment Scheme/Act Area 	10.58 Hectares 4.91 Hectares 6.55 Hectares 28.88 Hectares	Part 1, Plan 1
Estimated Additional Dwellings	800 (Excludes SRSA)	Part 2, Section 3.3.3
Estimated Residential Site Density	R80	Part 1, Section 5.3
Estimated Additional Population	1,800 (Excludes SRSA)	Part 2, Section 3.3.3
No. of High Schools*	1	Part 1, Plan 1
No. of Primary Schools	0	NA
Estimated New Commercial Floor Space	32,000m ²	Part 2, Section 3.3.3

* A second high school will be located within the Redevelopment Scheme Area, previously Kitchener Park (approximately 1.95 hectares).

EXECUTIVE SUMMARY

This Structure Plan has been prepared to guide the preparation of statutory provisions and design guidelines for the 'North Subiaco' precinct in accordance with the Council endorsed *North Subiaco Town Planning and Urban Design Study (2014)*, and in the context of the *Subiaco Activity Centre Plan*.

The structure plan encompasses all private and public landholdings within the North Subiaco precinct, which is delineated by Churchill Avenue to the south, Thomas Road to the east, the passenger rail line to the north and Haydn Bunton Drive / Townshend Road to the west.

As part of the frame for the Subiaco Town Centre, the North Subiaco area is a place which will undergo significant transformation over the coming years as a result of continued pressure for redevelopment, including the relocation of the Princess Margaret Hospital, the redevelopment of Subiaco oval and its surrounds, and a new inner city high school.

The Structure Plan identifies zoning, land use and development considerations for each of the identified precincts, being:

- The **Urban Corridor**, which is focused on land adjoining the north and south of Hay Street;
- The **Urban Frame**, which is focused on land adjoining the Urban Corridor precinct;
- The **North Subiaco Local Centre**, which is focused on the intersection of Coghlan Road and Hay Street; and
- The **Residential** precinct, which is focused on land between Roberts Road and York Street.

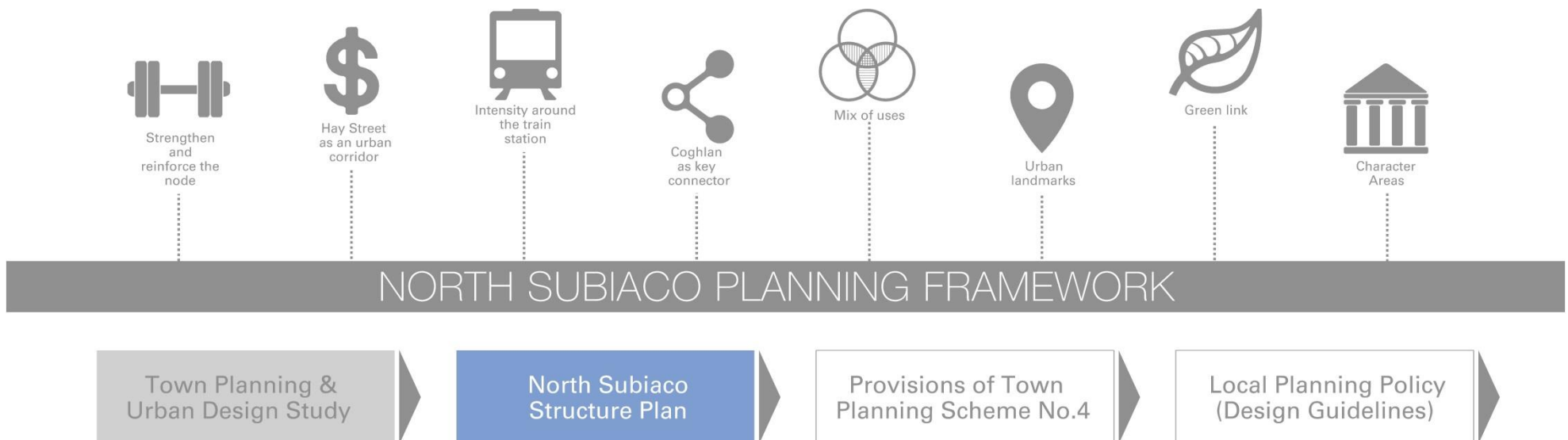


TABLE OF CONTENTS

STRUCTURE PLAN OVERVIEW	IV		
PART ONE: IMPLEMENTATION SECTION	1		
1 INTRODUCTION	2		
2 STRUCTURE PLAN AREA	2		
3 STRUCTURE PLAN CONTEXT	2		
4 LOCAL PLANNING FRAMEWORK	3		
4.1 SCHEME PROVISIONS	3		
4.2 INFRASTRUCTURE FUNDING	3		
4.3 DESIGN GUIDELINES	3		
5 SUBDIVISION AND DEVELOPMENT REQUIREMENTS	4		
5.1 LAND USE ZONES AND RESERVES	4		
5.1.1 MIXED USE	4		
5.1.2 RESIDENTIAL	4		
5.1.3 RESERVATIONS AND REDEVELOPMENT SCHEMES	4		
5.2 SUBDIVISION REQUIREMENTS	5		
5.3 DEVELOPMENT REQUIREMENTS	5		
5.3.1 MIXED USE ZONE	6		
5.3.2 RESIDENTIAL ZONE	8		
5.3.3 DISCRETIONARY BUILDING HEIGHT CRITERIA	8		
PART TWO: EXPLANATORY REPORT	11		
1 INTRODUCTION	12		
2 CENTRE CONTEXT	14		
2.1 REGIONAL CONTEXT	14		
2.1.1 LOCATION	14		
2.1.2 METROPOLITAN REGION SCHEME ZONING	14		
2.1.3 REGIONAL PLANNING FRAMEWORK	16		
2.2 LOCAL CONTEXT	19		
2.2.1 LOCATION	19		
2.2.2 LOCAL PLANNING SCHEME ZONING	20		
2.2.3 EXISTING LAND USE	21		
3 THE STRUCTURE PLAN	22		
3.1 STRATEGIC DRIVERS	22		
3.2 OBJECTIVES	24		
3.3 LAND USE	26		
		3.3.1 LAND USE PLANNING PRINCIPLES	26
		3.3.2 LAND USE ZONES	26
		3.3.3 IMPLEMENTATION CONSIDERATIONS	28
		3.4 BUILT FORM	30
		3.4.1 BUILT FORM PLANNING PRINCIPLES	30
		3.4.2 BUILDING HEIGHTS AND SETBACKS	30
		3.4.3 IMPLEMENTATION CONSIDERATIONS	32
		3.5 MOVEMENT NETWORK	33
		3.5.1 ACCESS, MOVEMENT AND PARKING PRINCIPLES	33
		3.5.2 REGIONAL PERSPECTIVE	33
		3.5.3 VEHICLE MOVEMENT AND ACCESS	33
		3.5.4 CYCLING	33
		3.5.8 IMPLEMENTATION CONSIDERATIONS	36
		3.6 PUBLIC REALM	37
		3.6.1 PUBLIC DOMAIN PRINCIPLES	37
		3.6.2 PUBLIC SPACES	37
		3.6.3 IMPLEMENTATION CONSIDERATIONS	38
	4	PRECINCT PLANNING	41
		4.1 URBAN CORRIDOR	42
		4.1.1 DESIRED FUTURE CHARACTER	42
		4.1.2 KEY PLANNING PRINCIPLES	42
		4.2 URBAN FRAME	44
		4.2.1 DESIRED FUTURE CHARACTER	44
		4.2.2 KEY PLANNING PRINCIPLES	44
		4.3 NORTH SUBIACO LOCAL CENTRE	46
		4.3.1 DESIRED FUTURE CHARACTER	46
		4.3.2 KEY PLANNING PRINCIPLES	46
		4.4 RESIDENTIAL	48
		4.4.1 DESIRED FUTURE CHARACTER	48
		4.4.2 KEY PLANNING PRINCIPLES	48
		4.8 PERTH MODERN SCHOOL	49
	5	IMPLEMENTATION	50
		5.1 STATUTORY PROVISIONS	50
		5.2 COLLABORATION	50
		5.3 STAGING AND MONITORING	51

PART 3: TECHNICAL APPENDICES

APPENDIX A NORTH SUBIACO TOWN PLANNING AND URBAN DESIGN STUDY – PREFERRED SCENARIO BRIEFING NOTE

APPENDIX B NORTH SUBIACO INDICATIVE YIELD ANALYSIS



PART ONE: IMPLEMENTATION SECTION

1 INTRODUCTION

The *North Subiaco Structure Plan* has been prepared to guide redevelopment and revitalisation of the 'North Subiaco' precinct in accordance with the Council endorsed *North Subiaco Town Planning and Urban Design Study* (2014), and in the context of the *Subiaco Activity Centre Plan*.

The document has been drafted under the guidance of the WAPC's *Planning and Development (Local Planning Schemes) Regulations 2015*, the WAPC's *Structure Plan Framework* (August 2015) and *State Planning Policy 4.2 Activity Centres for Perth and Peel* (2010).

The document comprises three parts as follows:

Part One: Implementation Section

Focusing on Implementation measures, including recommendations for scheme amendments and design guidelines which will ultimately guide subdivision and development requirements intended to be included within the Scheme.

Part Two: Explanatory Report

Providing explanatory information for the interpretation and implementation of Part One.

Part Three: Technical Appendices

Appendices are also included to provide detailed technical information that supports the proposed redevelopment and intensification.

2 STRUCTURE PLAN AREA

The North Subiaco Structure Plan applies to the land contained within the structure plan area as shown within **Figure 1**.

The area encompasses all private and public land, inclusive of Perth Modern School but excludes land within the Subiaco Redevelopment Area which is subject to a separate scheme, the Subiaco Redevelopment Scheme No. 2 (as amended), and policy provisions under the *Metropolitan Redevelopment Act 2011*. The Metropolitan Redevelopment Authority is the responsible decision-making authority for this area.

3 STRUCTURE PLAN CONTEXT

The Subiaco North area is generally identified as part of the Subiaco Secondary Centre under the *State Planning Policy 4.2*, and as such it is considered that a structure plan is required to guide redevelopment and revitalisation of this area.

Given that the area is identified as part of the periphery of the Subiaco Town Centre, and not part of the Secondary Centre itself, it is considered that the area has different drivers and characteristics not well represented by an Activity Centre Plan.

For this reason, the report is titled a 'structure plan' and deviates slightly from the Model Centre Framework, but for the purpose of *State Planning Policy 4.2: Activity Centres*, this plan should be considered an Activity Centre Plan for the subject area.

4 LOCAL PLANNING FRAMEWORK

4.1 SCHEME PROVISIONS

The implementation of this Structure Plan is anticipated to commence under the existing *Town Planning Scheme No. 4*.

The City of Subiaco is in the process of preparing its *Local Planning Scheme No. 5*, which is anticipated to be drafted by late 2017 and operational in 2018. The Scheme will be prepared in accordance with the Model Scheme Provisions as outlined in Schedule 1 of the *Planning & Development (Local Planning Scheme) Regulations 2015*.

In order for full implementation the City will need to make amendments to the zoning and density provisions of some of the precinct areas. This will either be undertaken as a component of an amendment to *Town Planning Scheme No. 4*, or will be incorporated as a component of the preparation of the new *Local Planning Scheme No. 5*, depending on the expediency of the latter and of the adoption of this structure plan.

4.2 INFRASTRUCTURE FUNDING

Whilst infrastructure funding mechanisms have not been considered as a component of this Structure Plan, they are likely to be further considered by the City of Subiaco as a component of the preparation of the Scheme provisions outlined in 4.1 above.

This may include formal development contribution arrangements for landowners developing land that provides an increased demand for public infrastructure.

4.3 DESIGN GUIDELINES

As the proposed development outcomes are heavily reliant upon urban design and built form considerations, it is recommended that these requirements be applied and articulated through a Local Planning Policy (North Subiaco Design Guidelines) to be prepared and endorsed under the City of Subiaco's Scheme. Alternatively, the City may look to undertake detailed area planning for individual precincts via Local Development Plans endorsed under the Scheme.

This approach will ensure that the expected site design, built form and public realm outcomes are clearly expressed and understood by all applicants, and will guide City officers in the use of discretion as applied in the development assessment process.

Broadly it is anticipated that the Design Guidelines / LDP's will address:

- Activation of Building Frontage at ground floor level;
- Potential controls for building bulk and scale, including plot ratio controls where appropriate;
- Landscaping of ground floor frontages, car parking areas and outdoor living areas;
- Mixture of dwelling sizes and types;
- Passive surveillance of the streetscape and communal areas;
- Building design and architectural considerations, including requirements for articulation, materials/colours, external fixtures, etc.;
- Integration of awnings and pedestrian cover along primary and secondary street frontages;
- Site access requirements for vehicles and pedestrians;
- Vehicle parking and end of trip facility provision; and
- Location and design of service and refuge areas.

5 SUBDIVISION AND DEVELOPMENT REQUIREMENTS

This section outlines the proposed land use and development provisions applicable to the subject area in addition to the requirements of the City's Scheme.

5.1 LAND USE ZONES AND RESERVES

Land use permissibility within the Structure Plan area shall be in accordance with the corresponding zone or reserve under the City of Subiaco local planning scheme, unless modified via additional/restricted use provisions.

The Structure Plan (Plan 1) outlines the following land uses, zones and reservations applicable within the structure plan area, which are intended to be applied under the City's local planning scheme:

5.1.1 MIXED USE

The 'Mixed Use' zone is proposed to be applicable to sites generally located between York Street and Churchill Avenue, in addition to the 'Telethon' site on Roberts Road. At the time of preparing this report the subject area is zoned 'Commercial/Residential'. The rezoning of this area to 'Mixed Use' is anticipated to occur as a component of the preparation of the new *Local Planning Scheme No. 5*.

The 'Mixed Use' zone will accommodate a mixture of high and medium density residential uses with office, business, retail and hospitality uses to support activation and sustainability of the centre. It is considered that the stated purpose of the zone is generally consistent with the description of the Mixed Use Precincts, and land use permissibility under the Scheme should facilitate permissibility of a broad range of land uses, including:

- Retail Uses, particularly focusing on the local centre node at intersection of Hay Street and Coghlan Road;
- Offices and Consulting Rooms;
- Commercial Uses;
- Civic Uses; and
- Residential Apartments.

5.1.2 RESIDENTIAL

The 'Residential' zone is applicable to sites between Roberts Road and York Street, as shown in **Plan 1**. These areas will accommodate a mix of dwelling types with a focus on apartments and higher density living opportunities.

5.1.3 RESERVATIONS AND REDEVELOPMENT SCHEMES

Reservations and Redevelopment Schemes are proposed to remain for the majority of the public land within the project area, including:

- Perth Modern School, which is proposed to retain its 'Public Purpose – Education' reserve under the Metropolitan Region Scheme and Local Planning Scheme No. 5. and remain operating as a Secondary School;
Perth Modern School contains multiple buildings which are listed on the State Heritage register for their aesthetic, historic and social values. It is important that these heritage buildings are retained and any future development on and surrounding the Perth Modern School site has regard to the unique heritage character of the site.
- Hay Street, which is to retain its reservation for '**Other Regional Roads**' under the *Metropolitan Region Scheme* and *Local Planning Scheme No. 5*.

In the future it is also anticipated that:

- Roberts Road will be converted from a one way road system to a two way road system, and identified as an 'Other Regional Road' under the *Metropolitan Region Scheme* and *Local Planning Scheme No. 5* to reflect its growing regional importance; and
- Hay Street will be converted from a one way road system to a two way road system, and may be reconsidered as an 'Other Regional Road', with potential for it to return to a local road under *Local Planning Scheme No. 5*.

5.2 SUBDIVISION REQUIREMENTS

As an existing urban area with largely fragmented ownership, which will be subject to progressive infill development, it is considered that subdivision will likely be undertaken post development rather than pre-development and will therefore be guided by the approved built form outcomes.

In the assessment of a pre-development subdivision application, due regard will be given to:

- The use permissibility and proposed built form outcomes for the subject precinct;
- The existing and intended character of the area;
- The need for infrastructure upgrades and any cost sharing mechanisms (e.g. Development Contributions Plan) that may be applicable at that time; and
- The existing and intended public and private amenity of the area; and
- Implications of vehicle/pedestrian access and servicing requirements.

Depending on the location and design of the proposed subdivision, additional information may be required to be provided at subdivision and/or development stage or may be recommended as conditions of approval in addition to the WAPC's standard subdivision conditions, as follows:

- A Local Development Plan may be required to provide clarity and guidance to the development of the proposed Lots;
- An Access Strategy may be required to be prepared and provided for lots that abut Roberts Road, Hay Street or Thomas Street; or
- A Noise Assessment may be required to be prepared and submitted at for lots affected by rail or noise according to SPP 5.4 Road and Rail Transport Noise. Where applicable, noise management plans may be required to ensure appropriate noise amelioration measures are implemented.

5.3 DEVELOPMENT REQUIREMENTS

Requirements applicable to development applications submitted within the subject area are to be applied via the City's Scheme, the Residential Design Codes and a Local Planning Policy or Local Development Plans.

The following sections outline the proposed measures to be used to implement development standards for each of the zones identified in the subject area, and correspond with:

- **Plan 1:** The Structure Plan, which will ultimately become the Scheme plan to guide the allocation of zones, reservations, residential coding.
- **Plan 2:** The Building Heights Plan.

5.3.1 MIXED USE ZONE

Provisions for the 'Mixed Use' zoned precincts are outlined within *Town Planning Scheme No. 4*, which zones this precinct 'Commercial Residential' and identifies development requirements under clause 45.

It is anticipated that these provisions will carry over to the new *Local Planning Scheme No. 5*, and the precinct will be zoned 'Mixed Use'. The applicable development provisions for the subject area are outlined in **Table 1**.

Indicative provisions for the North Subiaco Local Centre to be inserted into the provisions of the Local Planning Scheme are outlined in **Table 1**, and guidance for the remainder of the Mixed Use zone is outlined in **Table 2**.

Additional requirements are anticipated to be applied via the North Subiaco Design Guidelines Local Planning Policy, including requirements with respect to:

- Land amalgamation/assembly – development bonuses etc;
- Activation of Building Frontage at ground floor level;
- Landscaping of ground floor frontages, car parking areas and outdoor living areas;
- Building design and architectural considerations, including requirements for articulation, materials/colours, external fixtures, etc.;
- Integration of awnings and pedestrian cover along primary and secondary street frontages;
- Site access requirements for vehicles and pedestrians;
- Vehicle parking and end of trip facility provision; and
- Location and design of service and refuge areas.

TABLE 1: PROVISIONS TO BE INCLUDED IN THE CITY'S LOCAL PLANNING SCHEME FOR THE NORTH SUBIACO LOCAL CENTRE.

Name of Area	Purpose		Objectives	Requirements
North Subiaco Local Centre	The purpose of the North Subiaco Local Centre is to accommodate a range of commercial and residential uses, functioning principally as a shopping/service node serving the needs of residents and workers in the surrounding area and generally functioning at a smaller, more localised scale than the Subiaco town centre.	To provide for a range of shops, offices, restaurants and other commercial outlets in defined town sites or activity centres; To maintain the compatibility with the general streetscape, for all new buildings in terms of scale, height, style materials, street alignment and design of facades. To ensure that development is not detrimental to amenity of adjoining owners or residential properties.	Residential Density Coding	RAC0
			Minimum Open Space (% of site)	No minimum
			Maximum Plot Ratio	Maximum plot ratio in accordance with the Scheme.
			Street Setback	Nil to the Street
			Maximum Height (Street Interface) ¹	Height of 4 storeys and 15.5 metres to the street interface.
			Additional Height Maximum ¹	Additional Height maximum as per the Maximum Building Height Plan identified in Plan 2 and subject to Part 1 Section 5.3.3.
			Side Setback	Nil for the height of the street interface. Development above the street interface shall be setback from the side boundary by 3m.
			Rear Setback	Nil for development up to two storeys. Development above two storeys shall be setback by 6 metres. Where development abuts a land or Right of Way, development above two storeys shall be set back by 3 metres.
			All other development standards	Subject to compliance with a Local Development Plan for the centre and the Residential Design Codes.

¹ It should be noted that maximum building heights will need to take account of identified heritage characteristics worthy of retention, as identified by the State Heritage List, the City's Heritage List or the Local Government Inventory.

TABLE 2: PROVISIONS APPLICABLE TO THE 'MIXED USE' ZONED AREAS AS SHOWN IN PLAN 1.

Name of Area	Purpose	Objectives	Requirements	
Mixed Use Corridor	The purpose of the Mixed Use Corridor precinct is to provide for residential living opportunities, office/business activities and a range of complementary uses.	To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels. To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.	Residential Density Code	R80
			Maximum Plot Ratio	Maximum plot ratio in accordance with the Scheme.
			Street Setback	Buildings are to be set back from the street alignment such distance as is determined by the local government having regard to the streetscape and the building setbacks on adjacent land and in the immediate locality.
			Maximum Height (Hay Street Interface) ¹	Height of 4 storeys and 15.5 metres to the street interface.
			Maximum Height (All other streets) ¹	Height of 3 storeys and 9.0 metres at the street interface.
			Additional Height Maximum ¹	Additional Height maximum as per the Maximum Building Height Plan identified in Plan 2 and subject to Part 1 Section 5.3.3.
			All other development standards	Subject to compliance with the Scheme, City of Subiaco Local Planning Policy and the Residential Design Codes.

5.3.2 RESIDENTIAL ZONE

It is intended that the existing R50 coding be applied within the sites within the Roberts Road Precinct under the Town Planning Scheme No. 4 and guided by the Residential Design Codes.

Additional requirements are anticipated to be applied via the North Subiaco Design Guidelines Local Planning Policy or a Local Development Plan, including requirements with respect to:

- Land amalgamation/assembly – development bonuses etc;
- Building design and architectural considerations, including requirements for articulation, materials/colours, external fixtures, etc.;
- Mixture of dwelling sizes and types;
- Passive surveillance of the streetscape and communal areas;
- Landscaping of ground floor frontages, car parking areas and outdoor living areas;
- Site access requirements for vehicles and pedestrians;
- Vehicle parking and end of trip facility provision; and
- Location and design of service and refuge areas.

5.3.3 DISCRETIONARY BUILDING HEIGHT CRITERIA

Additional height may be approved by Council where a proposed development meets all of the essential criteria and one or more of the additional criteria, as outlined below.

- In granting approval for additional height, Council may approve plot ratio above the maximum plot ratio described in this structure plan (where applicable) for mixed use development.

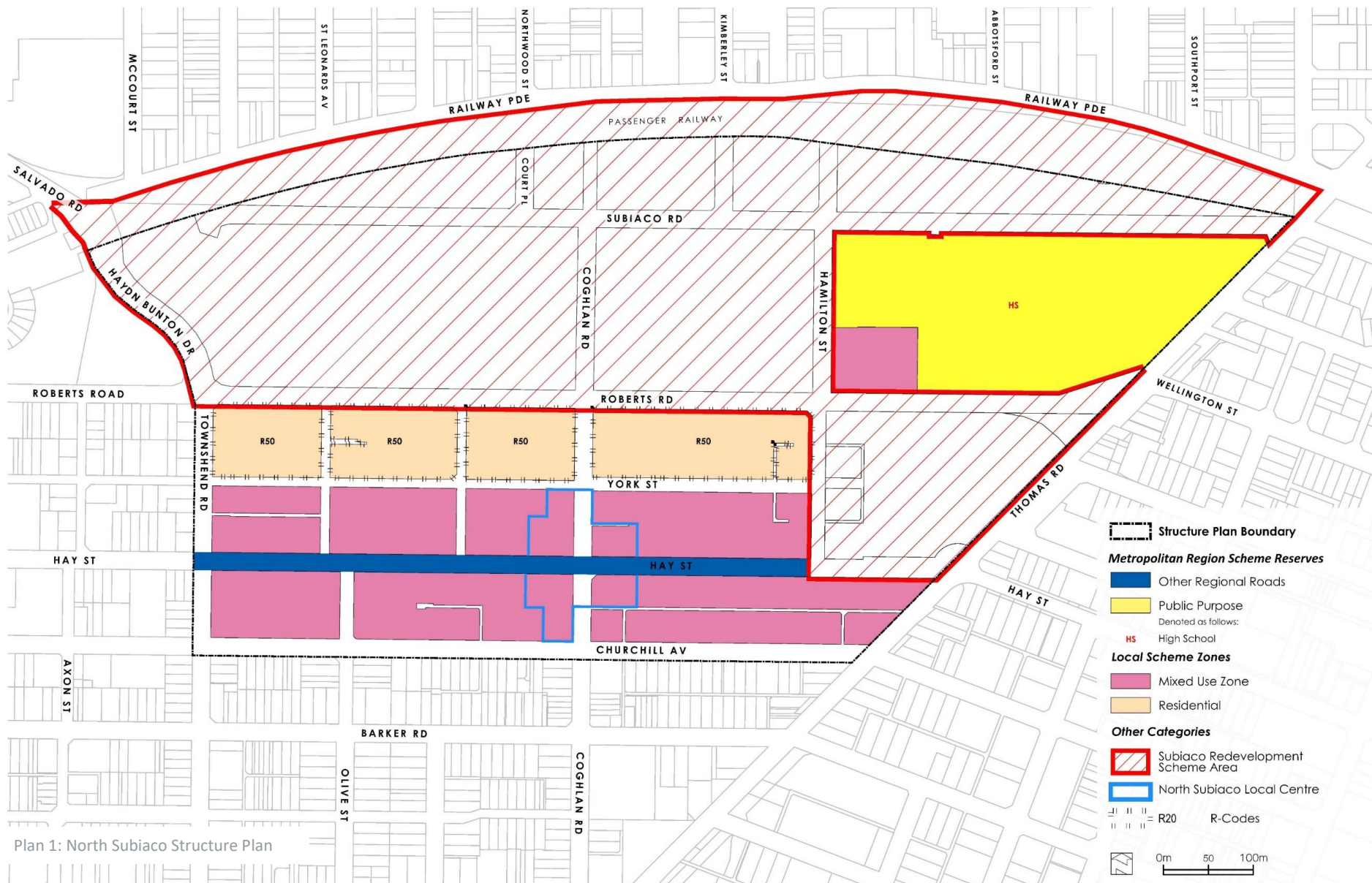
5.3.3.1 ESSENTIAL CRITERIA

- Establish building heights and built form which provides an urban response to existing and future development in the area and establishes appropriate scaled interfaces with the public realm to ensure high quality design outcomes.
- The development bonus comprises a minimum 60% of plot ratio area to be used for residential land uses where applied to 'Mixed Use' zoned sites.

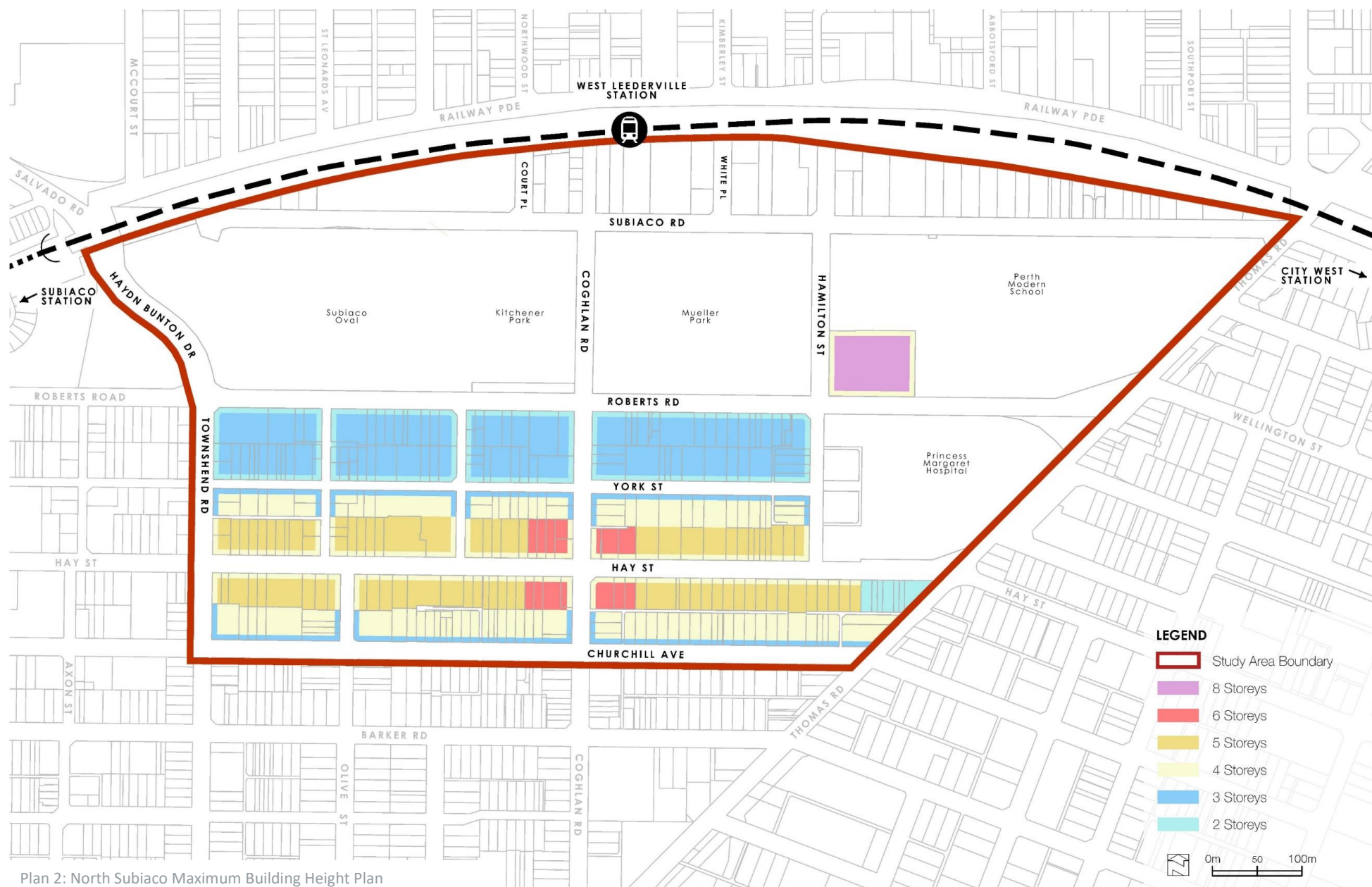
- The development is of a high quality design as determined by the City of Subiaco Design Review Panel.
- A new road or pedestrian access way is provided through the site where it has been identified as desirable or outlined in any applicable Local Development Plan.

5.3.3.2 ADDITIONAL CRITERIA

- The development incorporates the retention and enhancement of places of heritage significance beyond the statutory requirements to protect and maintain.
- The development incorporates the provision of a public plaza or open space area.
- Pedestrian access is provided throughout the site on a permanent basis.
- The development is designed and constructed to a 5 star Greenstar rating as accredited by the Australian Green Building Council, or an equivalent system as agreed by the Council.



Plan 1: North Subiaco Structure Plan



Plan 2: North Subiaco Maximum Building Height Plan

PART TWO: EXPLANATORY REPORT

1 INTRODUCTION

This Plan has been prepared on behalf of the City of Subiaco and covers the area known generally as 'North Subiaco', encompassing all private and public landholdings between Churchill Avenue to the south, Thomas Road to the east, the passenger rail line to the north and Haydn Bunton Drive / Townshend Road to the west with the exception of the land subject to the Subiaco Redevelopment Area.

The Plan has been developed in accordance with State Planning Policy 4.2 (Activity Centres) and in the context of the WAPC's *Perth and Peel @ 3.5 million* and the *Subiaco Activity Centre Plan*.

The Structure Plan recommends Scheme and policy based considerations to accommodate the future subdivision and redevelopment of the area for higher density, mixed use opportunities, providing an additional level of detail over the existing *North Subiaco Town Planning and Urban Design Study* (2014).

This transformation needs to be carefully managed by the City of Subiaco to ensure that the character of the local area is not diminished, and residents and businesses embrace the changing landscape and opportunities made available.

There are recognised to be a wide variety of benefits associated with population growth, including greater catchments for activity centres and increased viability of local services and infrastructure. Sustainable urban communities, however, need to respond appropriately to the history and character of the local area. This is a key principle applied in this Plan.

Image: Existing high quality pedestrian path and shade canopy provided along Roberts Road which is to be replicated and extended throughout the North Subiaco area.





Figure 1: North Subiaco Study Area

2 CENTRE CONTEXT

2.1 REGIONAL CONTEXT

2.1.1 LOCATION

The North Subiaco precinct is located to the immediate west of the Perth CBD, approximately 2.2km from the Perth GPO Office, as shown on Figure 3.

The North Subiaco area is:

- Located in relatively close proximity to areas of high amenity throughout the region, including the Swan River, Kings Park, and Lake Monger;
- Highly accessible via major road linkages, with direct connections to Thomas Street, Hay Street and Wellington Street;
- Well serviced by local employment opportunities via the Perth CBD, Subiaco Town Centre, Leederville Town Centre and QEII Hospital Precinct; and
- Surrounded by comparatively affluent residential areas, including West Leederville, Nedlands and Cambridge.

2.1.2 METROPOLITAN REGION SCHEME ZONING

The subject area is predominantly zoned 'Urban' under the *Metropolitan Region Scheme*, with the only other sections held under reservation as follows:

- Hay Street, which is reserved for 'Other Regional Roads';
- Subiaco Oval, inclusive of the oval, grandstand, Kitchener Park and car parking facilities, Mueller Park (and adjacent portion of Coghlan Road) and Princess Margaret Hospital are within the Subiaco Redevelopment Scheme Area; and
- Perth Modern School and adjacent portions of Roberts Road and Subiaco Road, which are reserved as 'Public Purpose – High School.'

An extract of the *Metropolitan Region Scheme* map is outlined in **Figure 2**.

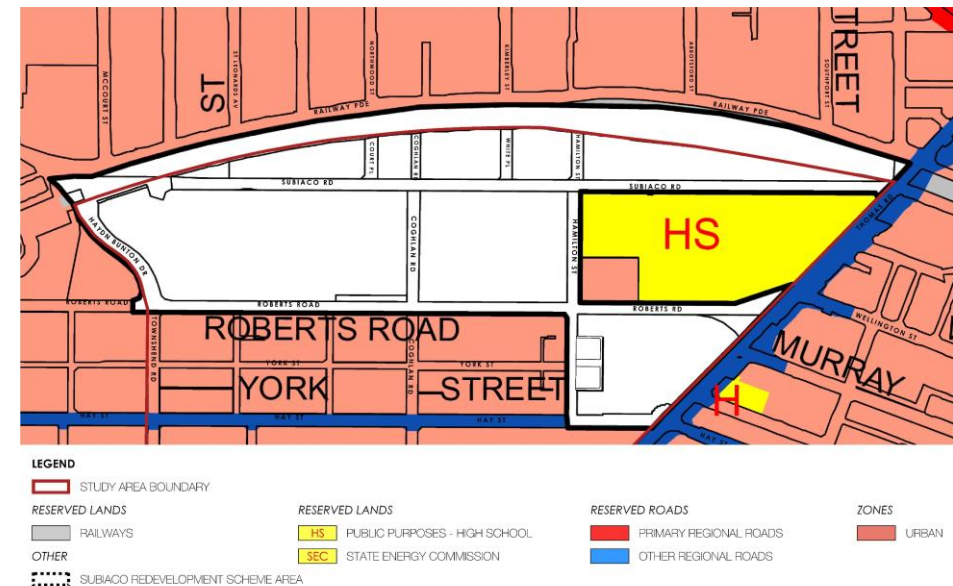


Figure 2: An extract of the Metropolitan Region Scheme

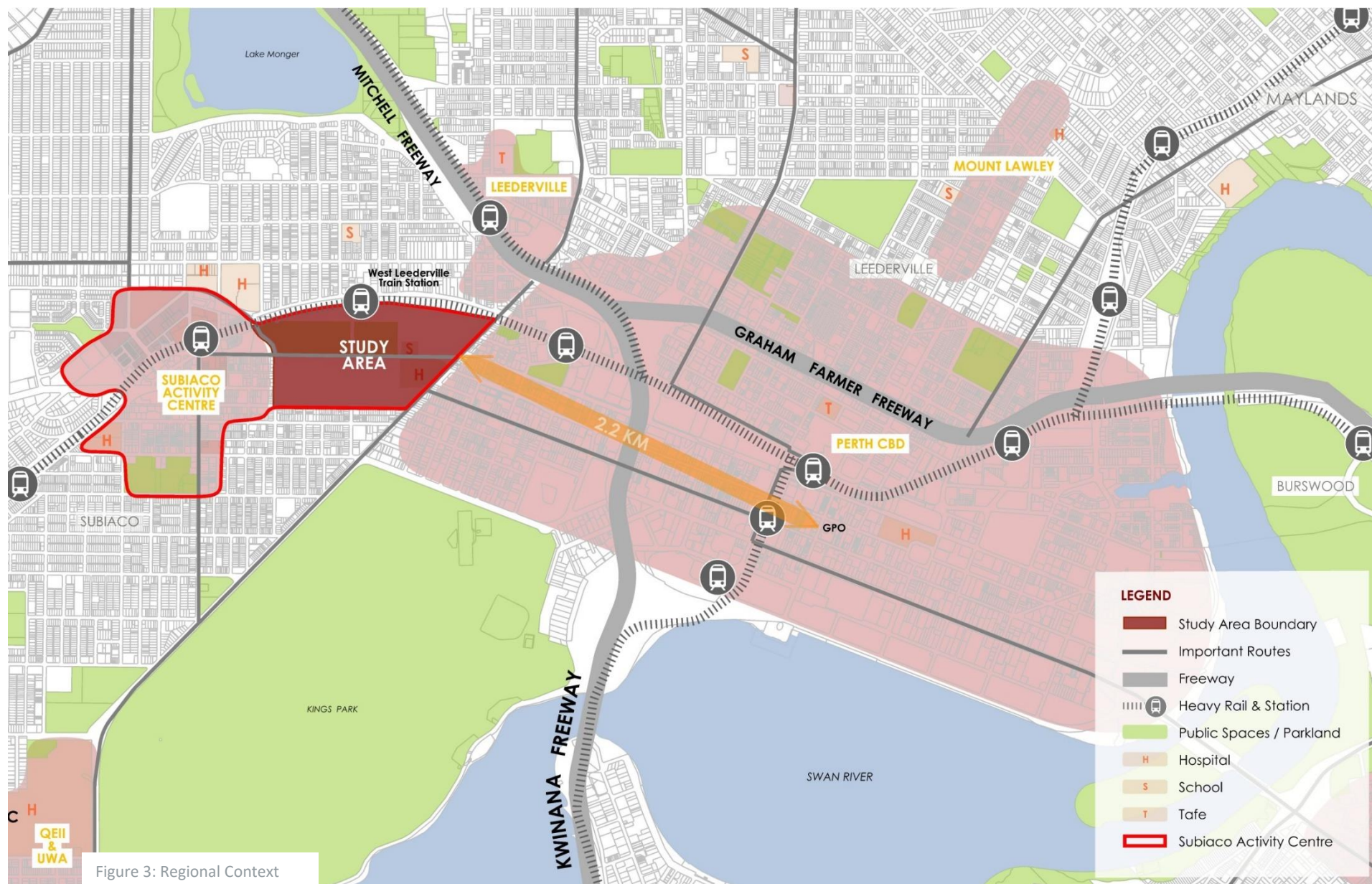


Figure 3: Regional Context

2.1.3 REGIONAL PLANNING FRAMEWORK

2.1.3.1 PERTH AND PEEL @ 3.5 MILLION

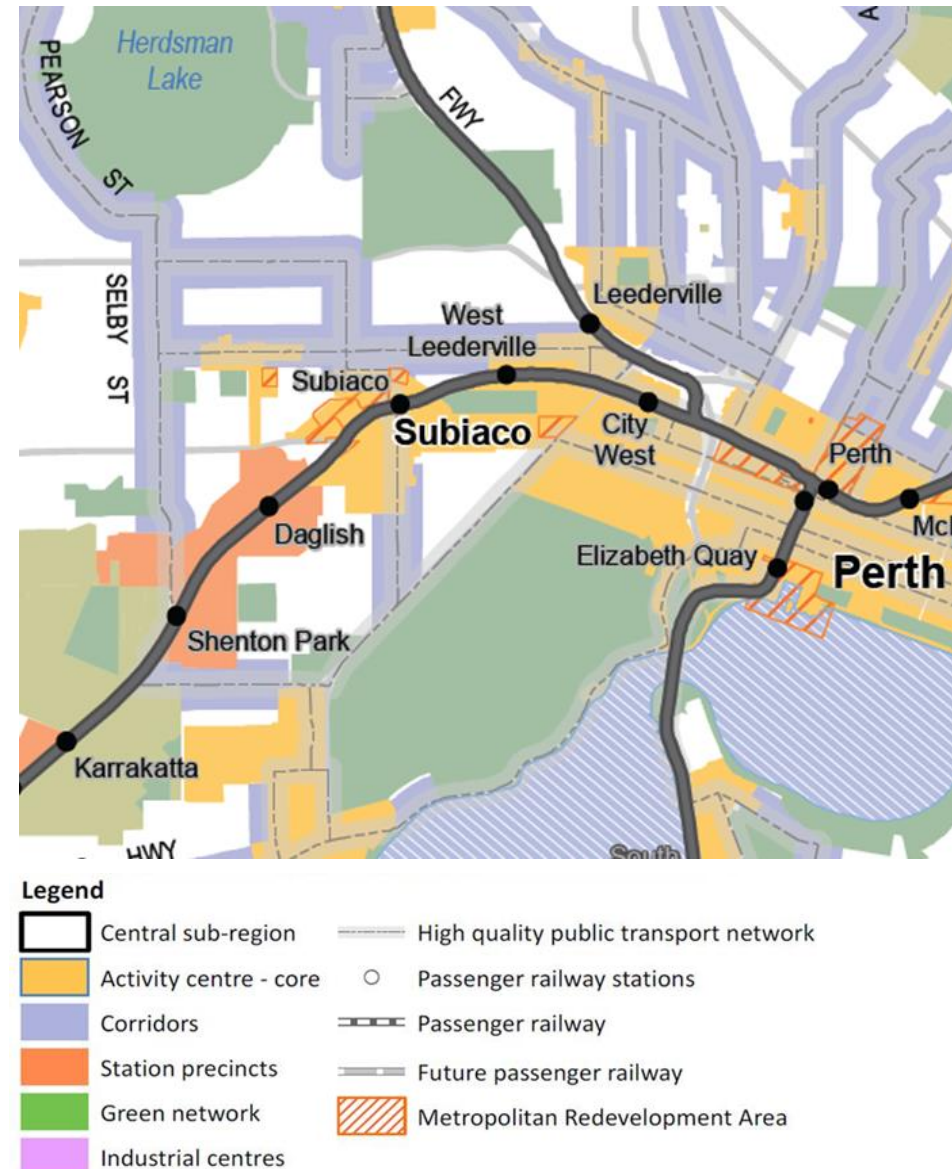
In 2018 the State Government released the Western Australian Planning Commission *Perth and Peel @ 3.5 million* planning framework, inclusive of the *Central Sub-Regional Planning Framework* for the central Perth metropolitan region.

The framework identified a number of key principles which are directly applicable to the North Subiaco area, including:

- Provide for a diversity of quality higher density residential housing to match the changing demographics of the population and ensure that the scale and design of the development integrates into the surrounding neighbourhood;
- Ensure the attractive character and heritage values within suburbs are retained and minimise changes to the existing urban fabric;
- Support urban and economic development of the activity centres network as places that attract people to live and work by optimising land use and transport linkages between centres;
- Focus development in and around station precincts and promote these precincts as attractive places to live and work by optimising proximity to public transport; and
- Ensure that existing and planned high-quality, high-frequency public transport routes are supported by quality higher-density residential land uses and identify where new public transport services will be needed to meet long-term growth.

The Framework also identifies a target of an additional 215,000 dwellings to be accommodated within the metro central region, with an allocation of 6,200 dwellings proposed to be accommodated within the City of Subiaco.

Figure 4: Extract of the Perth and Peel at 3.5 million - Central Sub-Regional Planning Framework (2018) outlining the subject area as 'Activity Centre – core'



2.1.3.2 PERTH TRANSPORT PLAN

In July 2016 the Department of Transport released the *Perth Transport Plan* to guide transportation planning and infrastructure investment to coincide with land use and development planning under Perth and Peel @ 3.5 million. The Plan is intended to be a vision for generational change of Perth's transport network and aims to achieve maximum efficiency in the way in which people move about the metropolitan area.

Of significant relevance to the North Subiaco Precinct, the Plan aims to:

- Increase public transport use to 11% of all day trips, including 65% of peak period trips to the Perth CBD and increase cycling and walking to 18% of all day trips;
- Provide increased connectivity to the Perth Airport via the new Forrestfield Airport Link project;
- Reduce the mode share of car driver trips to 50% of all-day trips, and to 29% of peak period trips to the CBD.

2.1.3.3 STATE PLANNING POLICY 4.2: ACTIVITY CENTRES POLICY

State Planning Policy 4.2 Activity Centres for Perth and Peel identifies the hierarchy of activity centres throughout the metropolitan area and provides guidelines for the preparation of statutory and policy based provisions to guide development within these precincts, including the preparation of Activity Centre Plans for larger centres.

The North Subiaco area generally is situated in close proximity to the Subiaco Secondary Centre, for which an Activity Centre Plan has been prepared and is further discussed below.

2.1.3.4 STATE PLANNING POLICY 5.4 : ROAD AND RAIL TRANSPORT NOISE AND FREIGHT CONSIDERATIONS IN LAND USE PLANNING

The subject land is located within the 800m walkable catchment of West Leederville Station and partly within the 800m walkable catchment of Subiaco Train Station. Noise emissions and/or vibration from the rail line are likely to have impacts on any noise-sensitive development adjacent the rail reserve and will require consideration in response to the requirements of *SPP 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning* (SPP 5.4).

Roberts Road and Hay Street (identified as 'District Distributor A') traverse the structure plan

area and provide a primary east-west connection to Thomas Street. Thomas Street is also identified as a 'District Distributor A' and abuts the subject land immediately to the east providing an important north-south connection. These roads carry significant volumes of traffic and are identified as 'Primary Freight Roads' (local government jurisdiction) under SPP 5.4, likely to impact on nearby noise-sensitive land uses, such as residential.

A noise and vibration assessment will be required to support any application for subdivision and/or development approval to assess the implications of SPP 5.4 and outline the necessary mitigation measures required in order to achieve acceptable levels in noise-sensitive areas.

2.1.3.5 DEVELOPMENT CONTROL POLICY 1.6 : PLANNING TO SUPPORT TRANSIT USE AND TRANSIT ORIENTED DEVELOPMENT

Development Control Policy 1.6 promotes increased accessibility to and functionality of train stations in the form of transit oriented development. The policy promotes development that provides:

- A safe, convenient and attractive street network and walking environment within the station catchment;
- High density residential development within the station catchment at a minimum of 25 dwellings per gross hectare;
- Land uses and activities that generate transit trips should be located within the station catchment, providing for a mixed use neighbourhood; and
- Providing a high quality public realm that supports walking to and from transit stations.

2.1.3.6 CITY OF SUBIACO LOCAL PLANNING STRATEGY

The City of Subiaco's Local Planning Strategy was prepared in 2012 and provides a long term planning and development framework for the City of Subiaco. The Strategy will form the basis for the development of the City's new Local Planning Scheme No. 5.

Of relevance to the North Subiaco area, the Strategy includes elements aimed at:

- Targeting growth along Hay Street east of Rokeby Road, with residential development above commercial ground floors; and
- Revision of Hay Street and Roberts Road to allow two way traffic.

New development is to encourage a minimum of 25 dwellings per hectare within 800 metres of railway stations, with substantially higher densities for those sites that have the advantage of close proximity to railway stations, subject to protection of local heritage.

2.1.3.7 SUBIACO ACTIVITY CENTRE PLAN

The draft *Subiaco Activity Centre Plan* has been prepared in line with SPP 4.2 to guide land use and development in the Subiaco Town Centre. Council endorsed the draft Structure Plan for the purposes of public advertising in December 2013.

Following consideration by the WAPC, further advertising of the draft Structure Plan occurred, with submissions closing in July 2016. The subject land is located outside of the Activity Centre Plan area, immediately to the east.

The Activity Centre Plan has provided further context for the Structure Plan design for the subject land. The following drivers influencing the nature of development for the subject land will require consideration:

- Enhance and protect the scale and character of buildings from a cultural and heritage perspective;
- Apply increased residential use in mixed use development that enhances the function of Subiaco's public space network;
- Integrate mixed land uses around public transport opportunities;

- Promote further development of professional services and information technology sectors;
- Enable development of an appropriate amount of additional office space;
- Integration between Subiaco and the QEII / UWA Specialised Centre; and
- Consider the potential impacts on activity and character and redevelopment potential associated with the relocation of Princess Margaret Hospital and Domain Stadium.

The draft Plan was endorsed by Council on 20 September 2016 and approved by the Western Australian Planning Commission in November 2017.

2.2 LOCAL CONTEXT

2.2.1 LOCATION

The subject land is located within the suburb of Subiaco, situated within the City of Subiaco. The subject area equates to 56 hectares as shown in **Figure 5**, and incorporates:

- Perth Modern School, a long standing public high school;
- The Hay Street Activity Corridor, consisting of generally mixed use development accommodating commercial, retail and residential functions; and
- Several long standing residential areas incorporating a large diversity of dwelling types and ages.

Furthermore, the subject area also comprises the following within the Subiaco Redevelopment Area:

- Subiaco Oval, which is currently used for Australian Football League games and other sporting events, in addition to concerts and live entertainment events;
- Mueller Park as a high quality open space including pedestrian paths, seating areas, children's playground equipment and sporting facilities;
- Kitchener Park as an active open space area used for formal and informal sporting activities and events, in addition to overflow parking for Subiaco Oval; and
- Princess Margaret Hospital, which currently operates as the primary children's hospital in Western Australia until the new children's hospital becomes fully operational.

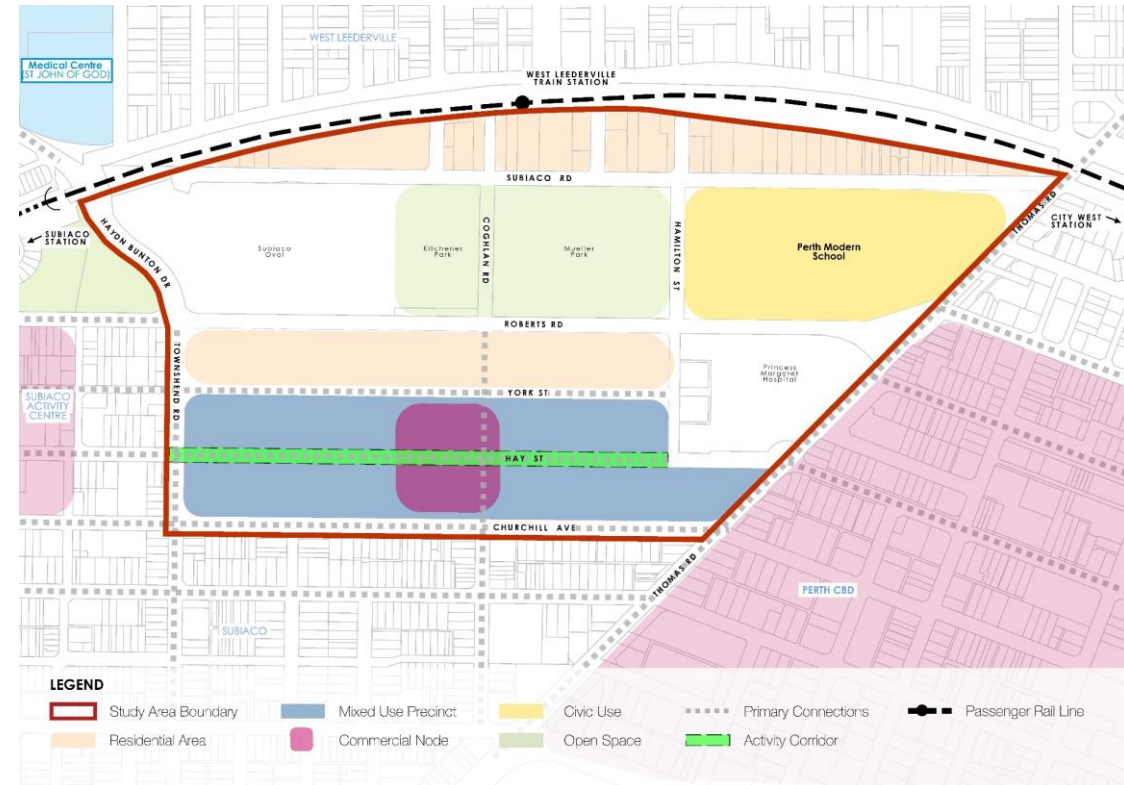


Figure 5: Local Context

2.2.2 LOCAL PLANNING SCHEME ZONING

Under the current City of Subiaco *Town Planning Scheme No. 4* the structure plan area is zoned:

- 'Residential R50' for lots situated between York Street and Roberts Road; and
- 'Commercial/Residential' for Lots situated between York Street and Churchill Avenue.

There are also several sites reserved or otherwise prescribed under the *Metropolitan Region Scheme* including:

- Hay Street, which is reserved for 'Other Regional Roads';
- Perth Modern School and adjacent portions of Roberts Road and Subiaco Road, which are reserved as 'Public Purpose – High School.'

The existing Scheme zoning is shown in **Figure 6**.

The Scheme includes development provisions that relate specifically to the 'Hay Street East' precinct, in addition to standard development requirements that relate to the Residential and Commercial/Residential zoned sites.

The Scheme also provides for two additional uses that apply across three existing lots, all of which are zoned 'Residential' and are identified as:

- **Additional Use 10:** Which applies to Lot 25, 26 and 27 Roberts Road, and provides for 'Office' and 'Consulting Room' uses as permissible subject to a maximum plot ratio of 0.65 and conservation of the original dwelling, in addition to compliance with clause 29 of the Scheme.

- **Additional Use 12:** Which applies to Lot 24 Townsend Road, and provides for 'Office' and 'Consulting Rooms' subject to a maximum plot ratio of 0.55 and conservation of the original dwelling, in addition to compliance with clause 29 of the Scheme.



Figure 6: Town Planning Scheme No. 4 Extract for the North Subiaco Structure Plan Area

2.2.3 EXISTING LAND USE

The subject area is characterised as a primarily residential precinct, with a wide diversity of dwelling types and characters spanning throughout the northern and central sections of the North Subiaco Precinct, as shown in **Figure 7**.

The Hay Street, York Street and Churchill Avenue precincts are characterised by mixed use development, with office, consulting rooms, residential, retail and hospitality uses spanning throughout. There are estimated to be a total of 1,130 dwellings in the area.

There are a number of sites identified on the City's Heritage List, Local Government Inventory and the State Heritage List, as shown in **Figure 7**, which will require special consideration in the context of a redevelopment, and are likely to require retention of existing heritage features as a component of any new built form

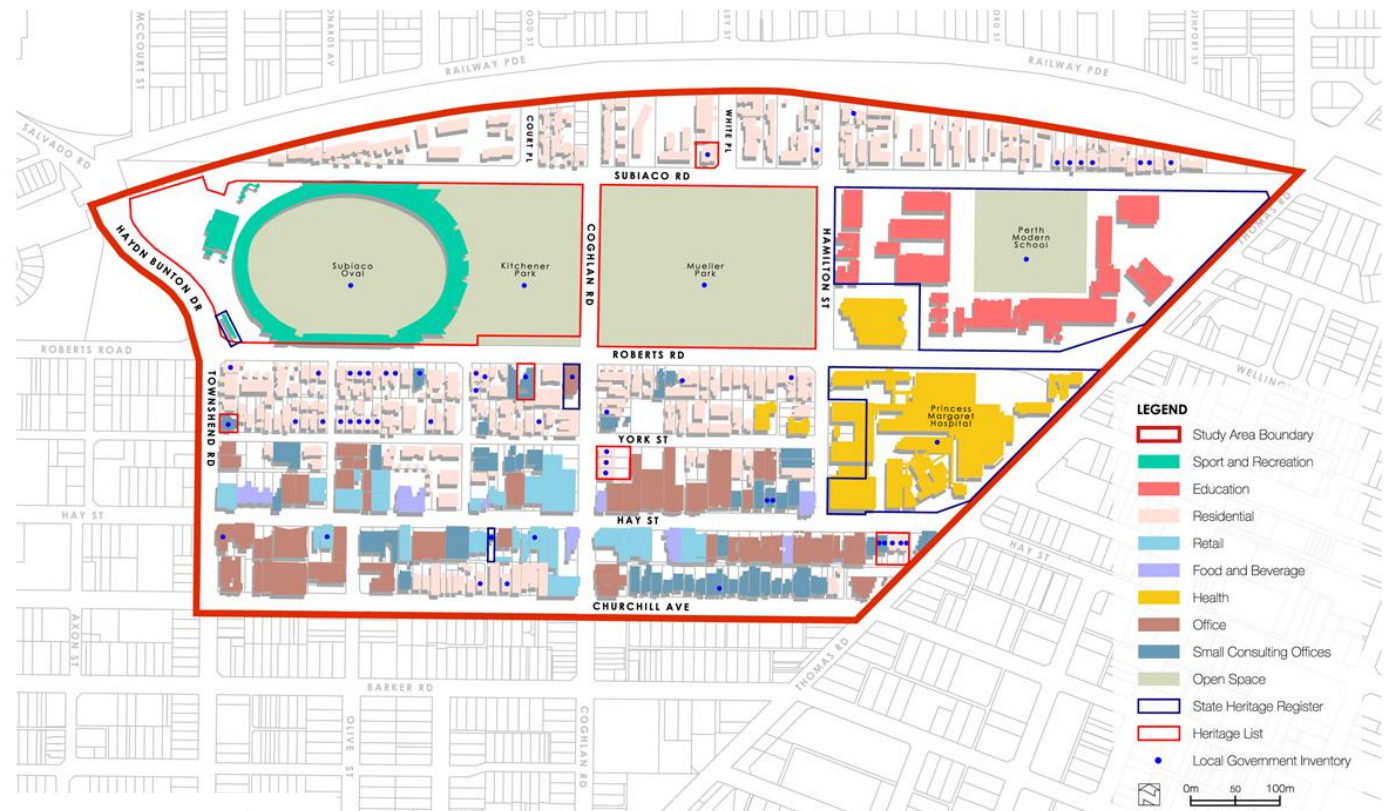


Figure 7: Existing Land Uses

3 THE STRUCTURE PLAN

The vision of the Structure Plan is to create a vibrant urban precinct with a mix of living, working and transit opportunities, self-contained whilst embracing and connecting to the surrounding lifestyle and character. The Structure Plan is in keeping with the City's *North Subiaco Town Planning and Urban Design Study* (2014).

The vision involves the creation of great streets that connect a diverse range of public amenities and truly integrates the precinct with its surrounds, where people will enjoy safe and inviting movement by foot, bicycle, rail, light rail, bus and car, through a pedestrian friendly environment.

The area will be a place where shops, housing, cafes, services, entertainment, employment and transportation options come together to create a special place.

The urban design and public realm will present a fresh interpretation on the traditional urban fabric, with landmark buildings, strong transport and land use nexus, and the demonstration of a self-contained, yet connected neighbourhood.

3.1 STRATEGIC DRIVERS

The strategic drivers identified for the North Subiaco precinct are outlined as follows:

1. TRANSITION FROM PERTH CITY TO SUBIACO ACTIVITY CENTRE

North Subiaco should capitalise on its location between the Perth CBD and Subiaco Activity Centre. There is potential to offer mixed use development opportunities at an urban scale along Hay Street that provides a coherent and logical transition between these two centres.

Strategies to achieve this include:

- Improve quality of the urban fabric over time by establishing appropriate development standards that accommodate contemporary design standards and promote redevelopment.
- Improve the public realm at strategic locations throughout the precinct area. This can be done by lowering street curbs, providing street trees and applying alternative treatments

to roads; all of which helps to slow vehicles and creates a safer environment for pedestrians and cyclists.

2. A PRIORITISED APPROACH TO TRANSPORT MODES

North Subiaco's movement system (and urban framework) should be as walkable, accessible and permeable as possible. This does not mean removing cars from North Subiaco, but rather a restructuring of the transit hierarchy focused towards the people who live, work and shop within the precinct, not just those who travel through it. This restructuring reflects contemporary transit and lifestyle behaviour to promote more sustainable neighbourhoods.

While the precinct is an important transit corridor between Perth City and Subiaco Activity Centre, North Subiaco must be valued as a destination and not just a thoroughfare. This will require a holistic approach that provides for its current function, but also acknowledges the need to appropriately slow traffic through activity nodes.

Strategies to achieve this will include:

- Install cycle paths and end of trip facilities within the precinct area.
- Reinforce the Hay Street node to provide a destination for local workers and residents.
- Focus on the creation of an attractive streetscape that is comfortable for a variety of different transport options.
- Improve way finding between Hay Street and the West Leederville train station
- Slow traffic where activity and pedestrian crossings are required.

3. EMPLOYMENT, PEOPLE AND ACTIVITY

A focus on employment, people and activity could provide the catalyst for a future complementary local node within the City of Subiaco.

While it is important to support and encourage growth, development must occur in a sustainable manner and recognise the role of the precinct separate yet complementary to the Subiaco Activity Centre, along with an open dialogue between the City and current stakeholders within the precinct.

Strategies to achieve this will include:

- Promote an increase in residential, office and local node intensity to increase opportunities in the precinct
- Promote a distinct sense of place by enhancing North Subiaco's local node at the corner of Hay Street and Coghlan Road

4. CONVENIENCE AND AMENITY: A LOCAL NODE AND NEIGHBOURHOOD FOCUS

Central to bringing a unique character and identity to the precinct is the identification and enhancement of a local node. The precinct currently lacks a substantial magnet that will attract activity into the area with the required level of certainty that promotes investment and activity to take place.

With the precinct being in close proximity to many regional centres, it is paramount that the local node is not in competition, but rather, complements their function. Vital to enhancement and redevelopment of the precinct is investment in the amenity and aesthetic of the local node to create an environment that is pleasant for commuters and visitors alike.

Strategies to achieve this will include:

- Improve amenity in the neighbourhood local node through public realm enhancements
- Introduce way finding between the local node and West Leederville train station
- Encourage an appropriate mix of convenient retail, café, restaurant and their relevant land uses to support the local node
- Encourage an appropriate intensity of development

5. INFORMED POPULATION CHANGE

Central to promoting a precinct that is more productive, sustainable and active is having an informed approach to population change and the resultant built form. State Planning Policy requires that 50% of all residential development comes from urban infill. This policy is not only good for the long-term sustainability of the Perth metropolitan area, it provides a significant opportunity for the City of Subiaco.

Applying population change without community support and consultation is not beneficial to meeting state required density targets. The goal should therefore not be a uniform density increase but selecting areas that can accommodate uplift without detracting from local character. This allows for sensitive character areas to remain intact and maintain the current character of the area.

Strategies to achieve this will include:

- Appropriate building setbacks above the street interface, street trees and pedestrian line of sight to maintain the human scale in the precinct while also meeting density targets.
- Identification of character precincts, where existing building scale and grain should be retained.

3.2 OBJECTIVES

As a key component of the *North Subiaco Town Planning and Urban Design Study (2014)* the City of Subiaco identified key objectives to guide the redevelopment of the North Subiaco area which are outlined below.

As an extension of the Urban Design Study, these objectives have been used to guide the preparation of this Structure Plan.

These are the major concepts which deal with the overall pattern of development, the character of the plan, and the special opportunities of the location. These objectives are outlined as follows and shown spatially in **Figure 8**.

1. **Strengthen and reinforce the node:** The local centre at Coghlan and Hay is strengthened by attracting more activities that provide for daily needs and by enabling built form that provides a desirable level of activity.
2. **Hay Street as an urban corridor:** Strengthen Hay Street's commercial function and complement that with new living opportunities above ground in built form that defines the public realm and provides a continuous connection between Subiaco and Perth.
3. **Intensity around the train station:** Allow more residential development around the train station, thereby improving access to equitable and sustainable transport options. By facilitating development near the train station, more people will be encouraged to use it.
4. **Coghlan as a key connector for cyclists and pedestrians:** Coghlan Road provides a direct and clear connection from Hay Street to the West Leederville Train station. An improved public realm and way finding opportunities will strengthen the understanding of this link in the minds of residents and workers.
5. **Mix of Uses:** From daily needs in the local node to business services and other complementary activities throughout the area, a mixed use approach to land use promotes activity and facilitates local employment.
6. **Urban Landmarks:** Emblematic built form provides a connection to the landscape, enhancing North Subiaco's point of difference and recognition within the metropolitan region. Landmark development provides a marker visible from a distance, with built forms articulating gateway and entry points, creating a rich textual canvas of street scale markers.
7. **Character areas:** Retain North Subiaco's unique historic built fabric so that the area retains connections to the past, and a richness of built form is recognised.

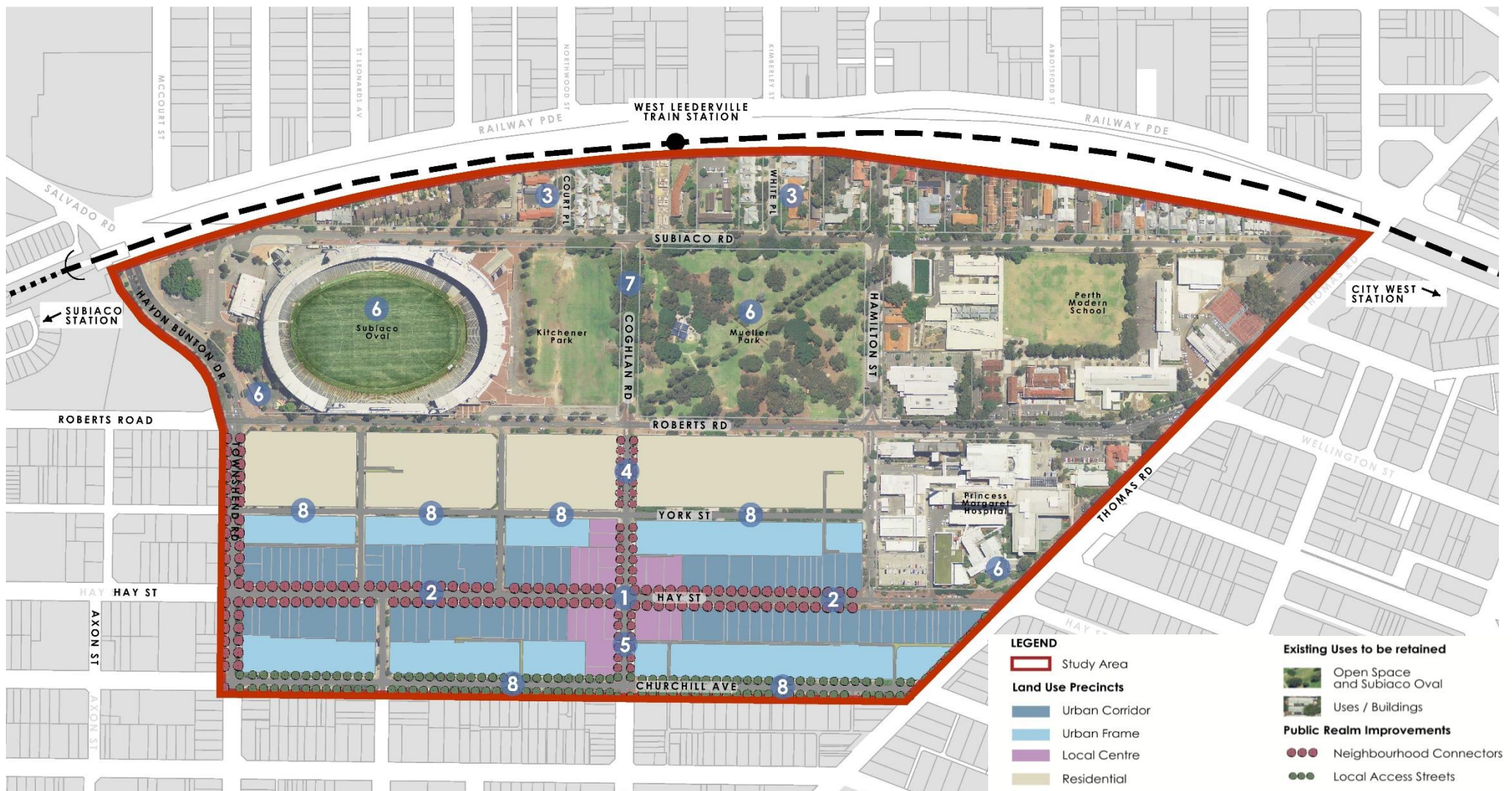


Figure 8: North Subiaco Masterplan

3.3 LAND USE

An appropriate land use framework for the precinct is required to set the scene for the physical development of the area. Whilst it is difficult for the Structure Plan to specify the exact mix of uses that should be established for the precinct, the Structure Plan and subsequent local planning scheme framework needs to be flexible enough to provide for a variety of uses according to the characteristics defined for each precinct.

As such, the overarching policy objective for land use is to pursue a policy of mixed-use development which would achieve a sustainable environment integrating living, working and leisure.

Access and parking will also have a significant bearing on the amount of floor space that can adequately be serviced. The Structure Plan therefore provides for a framework for a built form and variety of land uses that could be established over time.

Priority should be given to the relationship of ground floor uses and building design with the public domain to ensure that considerations such as space activation and passive surveillance are optimised.

3.3.1 LAND USE PLANNING PRINCIPLES

The following land use planning principles have been used to inform the allocation of zoning and land use permissibility:

- Encourage land uses that take advantage of the high amenity landscape, increased public transport opportunities, and stimulate activity in close proximity to the local centre and other appropriate locations;
- Optimise residential development to support transit patronage;
- Provide for a range of dwelling types to allow for everyone from seniors to families with children to live in the precinct;
- Manage the interface to non-residential land uses;

- Optimisation of residential development is encouraged, specifically through the amalgamation of existing lots to create larger land parcels encouraging and maximising the delivery of density and diversity;
- Promote mixed-use developments with vibrant hospitality and retail activities to help maximise activation and surveillance;
- Facilitate the establishment of households that use sustainable transport-people and families with limited income and/or limited access to private transport to support affordable housing;
- Reduce car provision requirements for residential, commercial and office use – to encourage more people to use the train, light rail, and bus to travel to and from the precinct;
- Encourage and provide opportunities for cafes/restaurants/shops – places to socialise; and
- Encourage adaptable built form, particularly on the ground floors to enable change in use over time.

3.3.2 LAND USE ZONES

The following rationale is provided for the zones applied as part of Part 1 of this report:

3.3.2.1 MIXED USE ZONE

The 'Mixed Use' zone has been applied to lots identified within the 'Mixed Use' precincts, as the objectives of the zone as defined by the regulations are considered to be generally consistent with the purpose of these precincts, which is to provide for residential living opportunities, office/business activities and a range of complementary uses.

The Mixed Use zone has the following objectives as outlined in the Regulations:

- *To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.*

- *To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.*

3.3.2.2 RESIDENTIAL ZONE

The 'Residential' zone has been applied to lots identified within the 'Residential' precincts, as the objectives of the zone as defined by the Regulations are considered to be generally consistent with the purpose of these precincts.

The Residential zone has the following objectives as outlined in the Regulations:

- *To provide for a range of housing and a choice of residential densities to meet the needs of the community;*
- *To facilitate and encourage high quality design, built form and streetscapes throughout residential areas; and*
- *To provide for a range of non-residential uses, which are compatible with and complementary to residential development.*

Use permissibility for 'Residential' zoned sites within the structure plan area should focus on higher density 'Multiple Dwelling' uses, and to a lesser extent 'Grouped Dwelling' opportunities.

The permissibility of 'Single Dwellings' should generally be restricted to extensions of existing 'Single Dwellings' or proposals that retain identified heritage features within the development.

3.3.2.3 LAND USES AND DIVERSITY

In consideration of land uses and diversity an indicative yield analysis was prepared and is included as **Appendix B**.

A redevelopment potential analysis of the subject area has been undertaken based on a subjective assessment of the potential for individual sites to be redeveloped. The assessment graded each site as one of the following redevelopment potential categories, and applied an assumed development take-up over from 2016 – 2050, as outlined in **Table 4**.

Using the redevelopment potential analysis, coupled with an assumed plot ratio average and distribution of floor space, the yield analysis calculation outlined in **Appendix B** was prepared, and has been used to inform the following land use diversity considerations.

3.3.2.4 RESIDENTIAL

An approximate residential dwelling yield of up to 800 additional dwellings has been estimated for the Structure Plan area based on the physical capability of amalgamated sites and having regard for the built form characteristics outlined further in Section 4. This could result in the precinct accommodating up to 1,800 additional residents (excludes SRSA), a substantial increase from the current residential base of approximately 2,000 residents. These figures do not include areas under the control of the Metropolitan Redevelopment Authority which will likely inject a substantial number of additional dwellings and residents into the area.

3.3.2.5 COMMERCIAL

It is important to recognise that the mixed-use character of the precinct creates the opportunity for a wide variety of commercial uses that are compatible with residential. The yield analysis suggests that the redevelopment could provide 32,000m² of new commercial floor space within the precinct, though much of this is likely to replace existing floor space that has been removed as part of demolition and redevelopment.

In terms of arrangement, commercial floor space should be provided on the ground floor in the first instance, and then on upper floors if no ground floor space is available.

Table 4: Development assumptions for Indicative Yield Analysis (Appendix B)

Redevelopment Potential Rating	Definition	Assumed Development Take-up (2016 – 2050)
Very Low	Generally allocated to sites that were identified on the State Heritage List, City's Heritage List and Local Government Inventory, as substantial redevelopment and intensification of these sites will be very difficult whilst retaining the identified heritage features;	10%
Low	Generally allocated to existing strata sites, which are assumed to be in multiple ownership, as achieving agreement of all strata owners for redevelopment will be very difficult;	25%
Moderate	Generally identified single dwellings that will achieve a significant uplift in development potential as a result of the proposed Scheme amendments, and are more likely to capitalise on the increased value of their property through a redevelopment;	75%
High	Sites identified by the City of Subiaco as likely to redevelop based on discussions with landowners or knowledge of future intent.	100%
Subject to Separate Analysis	Sites that will have their redevelopment potential determined by separate structure planning exercises.	NA

3.3.2.6 RETAIL

The yield analysis identifies that approximately 1600m² of retail floor space may be provided within the precinct, and this is based on the objective of providing self-containment for the precincts local catchment. The provision of retail floor space will be targeted within the North Subiaco Local Centre, and largely accommodate convenience retail to support the surrounding business and residential community.

This will need to be considered in the context of the Subiaco Activity Centre to ensure that it does not impact on the viability and continued operation of this existing Activity Centre. Retail self-containment will also be managed through limited parking provision to help avoid attracting consumers from a wider catchment.

3.3.2.7 PARKING

The relationship between land use yields and parking provision is important to consider during the statutory implementation of the Structure Plan through the Town Planning Scheme. Consideration should be given to ensuring residential, retail and commercial floor space parking ratios are based on best practice TOD and mixed use outcomes. As a guide, consideration should be given to the following ratios:

Residential: 1 bay/dwelling (average)

Retail: 1 bay/50m² Retail NLA

Commercial: 1.5bays/100m² Commercial NLA

This is consistent with other developments such as Claremont North-East Precinct, The Springs, and Azure in Mount Pleasant. The structure plan assumes that parking will be located to the rear of buildings and/or in basements to minimise the impact on the streetscape.

3.3.3 IMPLEMENTATION CONSIDERATIONS

The following considerations for land use and activity will need to be resolved as a component of the implementation of this structure plan:

- As a part of preparing the Scheme provisions recommended under Part 1 of this report careful consideration will need to be given to the land use permissibility within the North Subiaco precinct, as it will potentially differ from the standard land use permissibility applicable under the zones which apply to the Scheme as a whole.

In particular:

- The permissibility of residential uses such as Single Dwelling, Grouped Dwelling and Multiple Dwelling may need to be adjusted within the precincts to ensure that higher density residential development is prioritised over lower density development.
- The permissibility of commercial uses may need to be adjusted to ensure that higher activity uses are targeted within the activity corridor, and lower activity uses are relegated to the traditionally quieter areas of Roberts Road, York Street and Churchill Avenue.

- Land use permissibility will need to be cognisant of heritage conservation throughout the precinct, and not restrict opportunities to retain such features in a development proposal.

The specific consideration of land uses within the precinct, irrespective of the proposed zoning of these precincts, could be achieved either through the additional use or restricted use provisions of the new Scheme.

- The permissibility of residential uses at ground floor along the Hay Street activity corridor may need to be restricted as a component of the Scheme if the Council wish to mandate active street frontages along this corridor consistent with the current use patterns.

3.4 BUILT FORM

The design of buildings in the precinct should provide a diversity of scale and character, whilst respecting unifying themes and a consistent approach to key urban design principles detailed below.

The guidance provided below is a framework that should be developed in more detail through the proposed Local Planning Policy (North Subiaco Design Guidelines).

3.4.1 BUILT FORM PLANNING PRINCIPLES

The following built form planning principles have been used to inform the development requirements for the precinct:

- Establish building heights and built form which provides an urban response to existing and future development in the area, and establishes appropriate scaled interfaces with the public realm;
- Require building designs to address street frontages and public spaces, maximising opportunities for passive surveillance through the placement of entrances and a high degree of glazing to the public realm;
- Create a visually attractive and iconic built form that respects the character areas of the precinct;
- Require the design of buildings to address street frontages and public spaces;
- To promote building heights and scale to create a comfortable pedestrian environment and pleasant experience at the street level by providing opportunities for weather protection, while optimising opportunities for views over Mueller, Kitchener and Market Square Park;
- To establish building heights and built form which provides an urban response to existing and future development within the locality and establishes an appropriately scaled interface with the existing residential adjacent the precinct; and

- Retain and conserve the existing heritage fabric identified by the City's Heritage List, State Heritage List and Local Government Inventory within the defined character areas, so that the area retains connections to the past, and a richness of built form is recognised.

3.4.2 BUILDING HEIGHTS AND SETBACKS

The building heights and scale proposed under the Structure Plan are designed to create a pleasant experience at the street level whilst optimising opportunities to gain views of the City and local open space, and to achieve a development yield appropriate for a transit oriented inner city precinct.

Building heights and scale have been strategically distributed throughout the precinct to ensure that overshadowing impacts have been minimised, and heights are generally subject to amenity considerations.

Higher buildings are located along Hay Street and at key nodes such as the Local Centre and the Telethon Institute.

Residential development may be optimised through the creation of larger land parcels, where appropriate given the heritage constraints.

Building heights range from two through to eight storeys, though taller built form is more widely spread. Where character areas are identified, the existing scale and pattern of development is to be retained.

This generally corresponds to a street interface of one and two storeys, with a potential third storey set back from the street. Development along Hay Street will present a four storey interface, with additional height to 5 storeys setback by 3 metres. The local centre can accommodate height to six storeys.

All residential buildings are encouraged to address the street edge with lower buildings or podiums, with the bulk of the height set back so that it does not dominate the streetscape for the pedestrian. Compatible building heights and scale have been proposed along the interface between the residential neighbourhood. Setbacks for individual precincts are discussed further in Section 4 and identified in **Figure 9**.

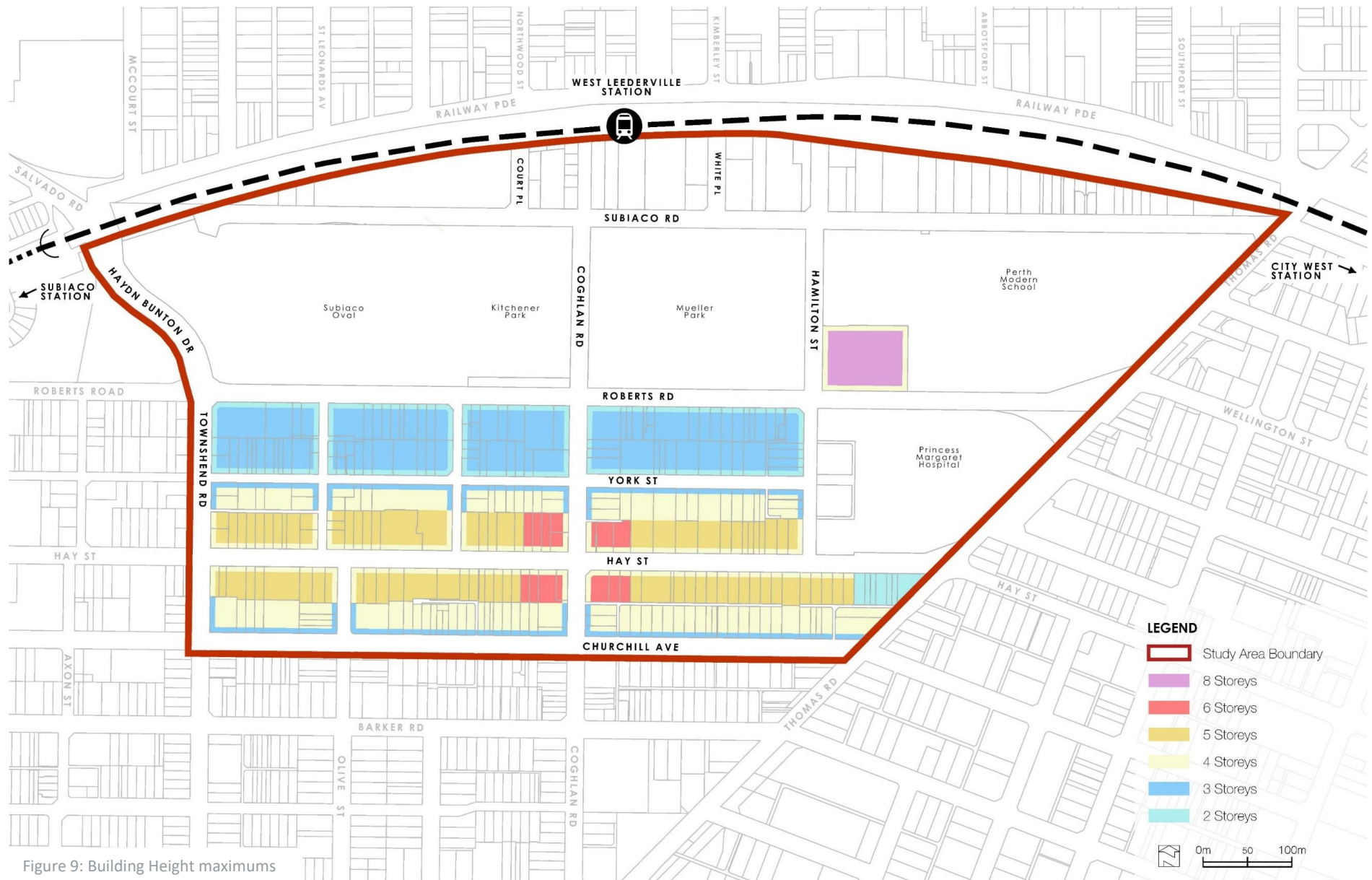


Figure 9: Building Height maximums

3.4.3 IMPLEMENTATION CONSIDERATIONS

Whilst broad design principles have been prepared to support the Structure Plan recommendations, detailed design guidelines are required to ensure delivery of quality coordinated development in the precinct.

Preparation of these guidelines can support the Structure Plan are to be empowered through a Local Planning Policy identifying the required development standards within each of the precincts.

In addition to the standard items to be addressed through the LPP and design guidelines, further consideration should be given to development incentives to encourage:

- Consolidation of land holdings to achieve optimum built form outcomes and ensure the most efficient use of readily serviceable urban land, where possible;
- Retention and incorporation of buildings with identified heritage characteristics worthy of being included on the State Heritage List or on the City's Heritage List and Local Government Inventory; and
- Contributions towards public infrastructure upgrades within the precinct, i.e streetscape, parking and open space.

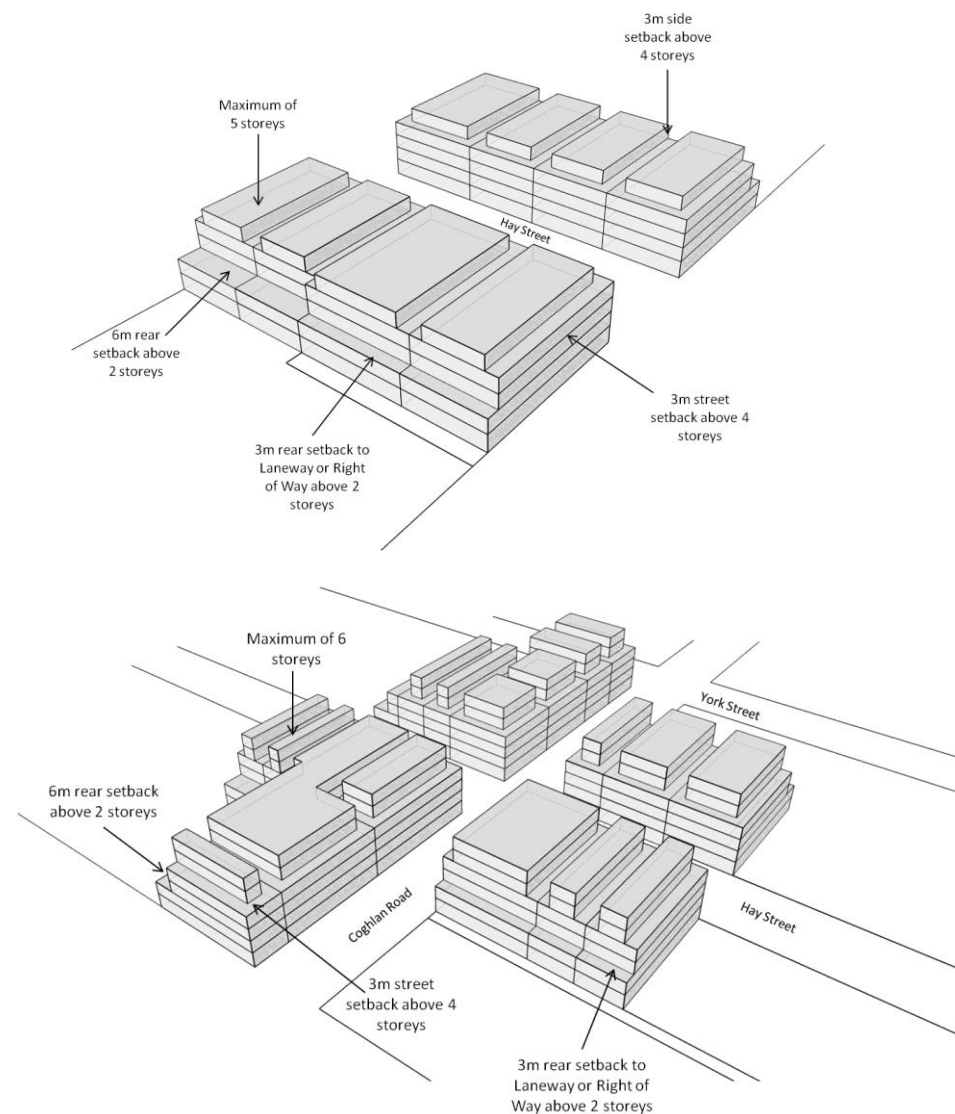


Figure 10: Building height and setback proposals for further consideration as a component of Scheme provisions and Design Guidelines

3.5 MOVEMENT NETWORK

3.5.1 ACCESS, MOVEMENT AND PARKING PRINCIPLES

The principles used to guide planning for the movement network within the precinct are outlined as follows:

- The precinct should be well connected and an integral part of the wider Subiaco precinct promoting a high level of pedestrian and cycle access to and from the precinct;
- Hay street and Roberts Road should be revised to facilitate two-way traffic;
- Ensuring that travel to/from the area via public transport is attractive by the provision of a strong, safe pedestrian links throughout the precinct;
- Support transit and optimise access to the various transit mode options available within the precinct;
- Assist with sustaining the bus services to the precinct, including district routes and direct connections to nearby centres and the wider area;
- Provide safe, direct, legible pedestrian and cycle linkages from the wide urban context and also through the precinct;
- Improve connectivity and way finding through the precinct – effectively managing the precincts long term increased traffic volumes, and minimising traffic impacts on existing roads; and
- On-street parking that is immediately adjacent to the development site, may be including in parking provision calculations.

3.5.2 REGIONAL PERSPECTIVE

The North Subiaco area is highly accessible via existing transportation links within the region, being in close proximity to:

- The Freeway interchange at Loftus Street, which allows northern movement via the Mitchell Freeway and southern movement via the Kwinana Freeway and Graham Farmer

Freeway respectively;

- The passenger rail line between Perth CBD and Fremantle, with stations at West Leederville abutting the northern boundary of the structure plan area and Subiaco station to the west and City West station to the east;
- Hay Street and Wellington Street which facilitate direct connections via private vehicle, bus and cycle path through to the Perth CBD;
- The Principal Shared Path (PSP) adjacent to the passenger rail line which caters for cyclists and pedestrians.

These connections are shown in **Figure 11** and are not anticipated to be substantially altered as a result of the traffic volume increase generated from the precinct.

3.5.3 VEHICLE MOVEMENT AND ACCESS

The North Subiaco vehicle movement network is focused primarily on east-west connections between Subiaco, West Perth and the CBD via the one-way road systems of Roberts Road and Hay Street. Traffic speeds are generally reduced along these roads via road treatments and on-street parking, however, converting these roads to two-way traffic will substantially improve the relationship between these roads and the public realm.

3.5.4 CYCLING

There are currently no dedicated cycle paths either on-street or off-street within the precinct, though there is a Principal Shared Path (PSP) running along the northern boundary of the precinct parallel with the passenger rail line.

The current road network is generally considered suitable to cater for cyclists to share the carriageway with motor vehicles at present, but it is recognised that this needs further consideration as part of a comprehensive movement study for the broader precinct.

3.5.5 PEDESTRIAN MOVEMENT AND AMENITY

The permeability of the existing street network within North Subiaco is strong, with the basic grid layout of the local street network and provision of footpaths throughout most streets and movement between desired points of interest. The verge areas are well landscaped and commercial building frontages generally include awnings across footpaths, which combine to provide a high level of amenity for pedestrians walking throughout the precinct.

There are dedicated pedestrian crossings along the two major streets, being Hay Street and Roberts Road, and the remainder of the local streets have relatively low traffic volumes and are relatively safe for pedestrians to cross.

3.5.6 PARKING

Public parking is generally available throughout the North Subiaco Precinct through dedicated parking stations and on-street parking, in addition to exclusive use parking on private land.

The City is preparing an audit of the parking supply and demand throughout the Subiaco Town Centre and North Subiaco area in response to the existing use and development and land use projections, which will guide the provision and management of public and private parking into the future.

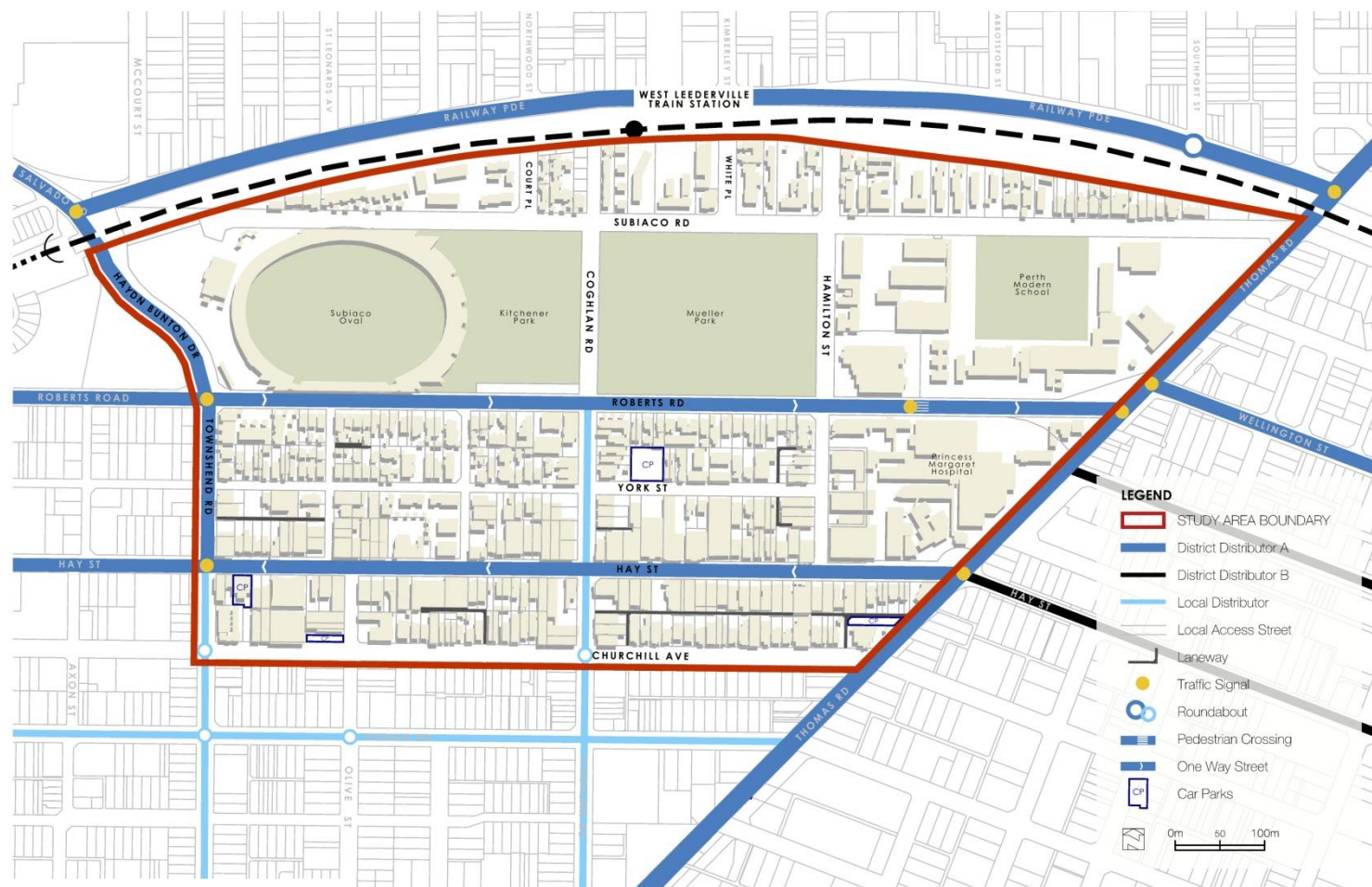


Figure 11: Movement Network

3.5.7 PUBLIC TRANSPORT

The subject area is serviced by two major rail stations of West Leederville and Subiaco within an 800m catchment of portions of the North Subiaco precinct (**Figure 12**).

Bus services are also available on Roberts Road and Hay Street, with six existing bus stops within the precinct offering services heading to east to the Perth CBD or west to the western suburbs, albeit at a relatively low frequency.

The North Subiaco Planning and Urban Design Study identified measures to address gaps in public transport provision, particularly focusing on the need for a direct connection to the Joondalup Rail Line, ideally via the Leederville Station which is closest to the North Subiaco precinct.

With the level of development proposed it is also anticipated that additional bus services will be required to service the area, particularly during peak periods in the morning and afternoon.

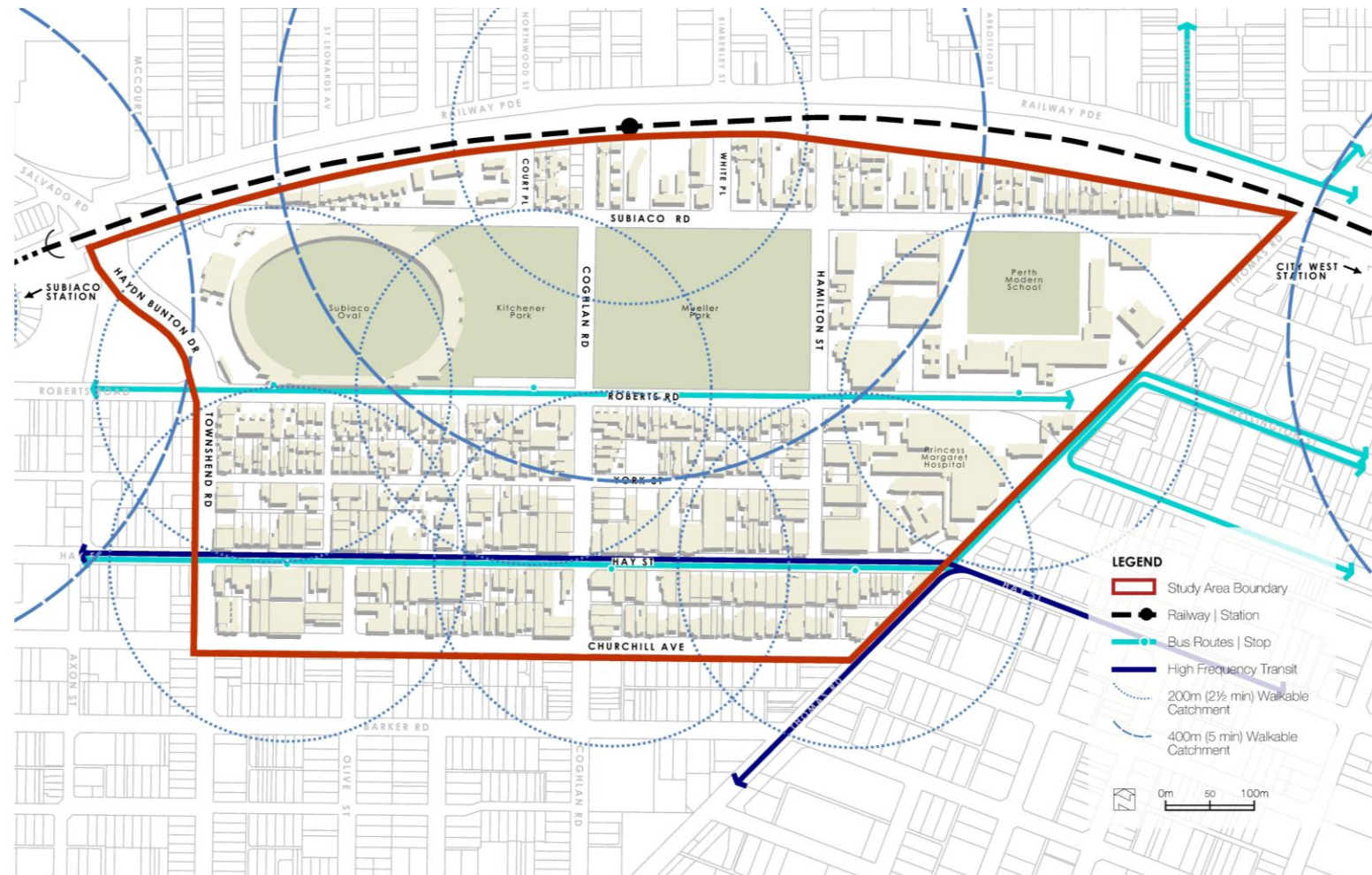


Figure 12: Existing Public Transport Provision

3.5.8 IMPLEMENTATION CONSIDERATIONS

3.5.8.1 MOVEMENT NETWORK GAPS

In response to the development of the North Subiaco precinct, and in the context of revitalisation of the Subiaco Town Centre, the City is in the process of preparing a Transport, Access and Parking Strategy for the broader precinct which will assess the current performance of the movement network, identify gaps in capacity and capability and propose modifications to cater for future increases in traffic generally.

In particular the Transport, Access and Parking Strategy will:

- Audit existing public transport provision, road capability, cycle facilities and pedestrian infrastructure and car parking to assess whether it meets current demand;
- Assess whether existing infrastructure is suitable to meet future demand in the context of the Subiaco Activity Centre Plan and North Subiaco Structure Plan;
- Identify upgrades that need to occur to cater for future demand;
- Identify funding and implementation mechanisms for consideration as a component of the City of Subiaco's new Local Planning Scheme;
- Consider appropriate parking standards for new developments.

3.5.8.2 INITIATIVES

Without pre-empting the outcomes of the Transport, Access and Parking Strategy it is anticipated that movement network initiatives considered as part of the Strategy with respect to the North Subiaco area may include:

- Hay Street and/or Roberts Road to accommodate rapid transit opportunities such as light rail or dedicated bus services;
- Modifications to verge treatment and carriageway design to reinforce slowing of vehicle movements and improving public amenity and dedicated infrastructure for cyclists and pedestrians as a priority;
- Consider 'Bike Boulevard' style designs for identified streets that run parallel with the primary east-west linkages;
- Reassess the required on-site parking standards for development under the Scheme and amend these for the subject area to create a maximum for on-site parking;
- Encourage/mandate developers to provide end of trip facilities for cyclists and pedestrians, either via the North Subiaco Local Planning Policy or via the Scheme provisions;
- Identify specific sites for acquisition for the provision of at grade or multi-storey public parking facilities; and
- Identify a range of suitable funding mechanisms for required infrastructure upgrades, including State or Commonwealth Government investment and/or grants, development contribution arrangements, cash-in-lieu opportunities and rating structures.

3.6 PUBLIC REALM

The public realm, including streets, parks, plazas and walkways, should be planned and designed to be memorable and lively having regard to the assets contained within the existing public realm infrastructure, and opportunities to improve and enhance the public realm as the Structure Plan is implemented. The public realm considerations are shown spatially in **Figure 13** and outlined in the following sections.

3.6.1 PUBLIC DOMAIN PRINCIPLES

The public realm should be planned and designed as follows:

- To create a permeable, well connected network of public streets, public spaces and open space that provides for high quality linkages, particularly for pedestrians, to acknowledge North Subiaco as an important destination and linkage between the Subiaco Activity Centre and the CBD;
- To develop a high quality public realm for the benefit of residents, workers and visitors to the area;
- To create a diverse range of public spaces for different uses with character that will provide amenities for residents, workers and visitors alike;
- To incorporate art into the public realm which reflects the history of the site as well as adding interest;
- To use the existing landscape to reinforce the street structure in the form of trees, furniture, paving and art;
- Ensure the streets are child friendly – provide places for them to play and establish a slow speed vehicle environment; and
- The existing mature trees and wide streets should be enhanced as key elements contributing to the special character of the precinct.

3.6.2 PUBLIC SPACES

3.6.2.1 STREETS

Trees should dominate the streetscape, providing protection and shelter along all streets. Specific attention should also be given to appropriate street lighting, signage and public realm requirements for the path network. Large existing mature trees should be respected and retained where possible. These existing mature trees currently provide a strong canopy and should be supplemented by further regular street tree planting in existing and new streets to form a consistent theme and relief throughout the area. Trees should be the dominant green landscape providing shade, shelter and softening building height and scale.

3.6.2.2 PEDESTRIAN/CYCLE NETWORK

A network of both pedestrian and cycle paths are provided throughout the precinct in open space areas, within verges and on-street and connects outside of the precinct. Clear and safe pedestrian crossing opportunities should also be provided to help movement across busy roads, such as Hay Street and Roberts Road, and should consider key desire lines, such as along Coghlan Road between Hay Street and the West Leederville Railway station.

Cycling to, and within North Subiaco can be facilitated by providing improved infrastructure, namely Hay Street, Roberts Road and Coghlan Road. Within the local centre and the West Leederville Railway station, further bicycle parking should be provided. End of trip facilities within new development, should also be encouraged.

To improve the legibility of the movement network and advise pedestrians of the location of major landmarks, a way finding system should be implemented.

At the intersection of important streets, signage could be provided detailing

- The direction of local landmarks including the Local Centre, West Leederville Rail Station, Perth Modern School, Subiaco Activity Centre etc.
- Distances and walking times; and
- A map showing locational context

3.6.2.3 LOCAL CENTRE PUBLIC REALM

The public realm along Hay Street should be designed to facilitate and announce the arrival within the local centre through street planting, variations in road surface materials, wider pedestrian footpaths, seating nodes and associated street furniture.

The design should facilitate pedestrian movement and slow vehicle speeds which can be achieved by encouraging activity, introducing additional significant street tree planting and providing on-street parking and frequent pedestrian crossing opportunities.

The landscape in the local centre should include rest places and seating, lighting and signage.

3.6.2.4 HAY STREET URBAN CORRIDOR

The design of Hay Street can facilitate and reinforce its function as an urban commercial and mixed use corridor by:

- Retaining and maintaining existing street trees, and supplementing with additional street tree planting to create a continuous canopy of street trees for pedestrian shade, amenity and to aid in the slowing of vehicle traffic;
- Provide for high quality materials, tactile paving, variation in colours and materials, where appropriate
- Provide street furniture placed in functional managed nodes, to reduce impact on pedestrian flow.
- Pedestrian crossing to acknowledge increased pedestrian activity in this location

3.6.3 IMPLEMENTATION CONSIDERATIONS

Enhancing and expanding upon the public realm network will require consideration of suitable funding mechanisms, including development contributions and differential rating mechanisms.

These will be further considered by the City of Subiaco as part of preparation of Scheme provisions and detailed design guidelines for the structure plan area.

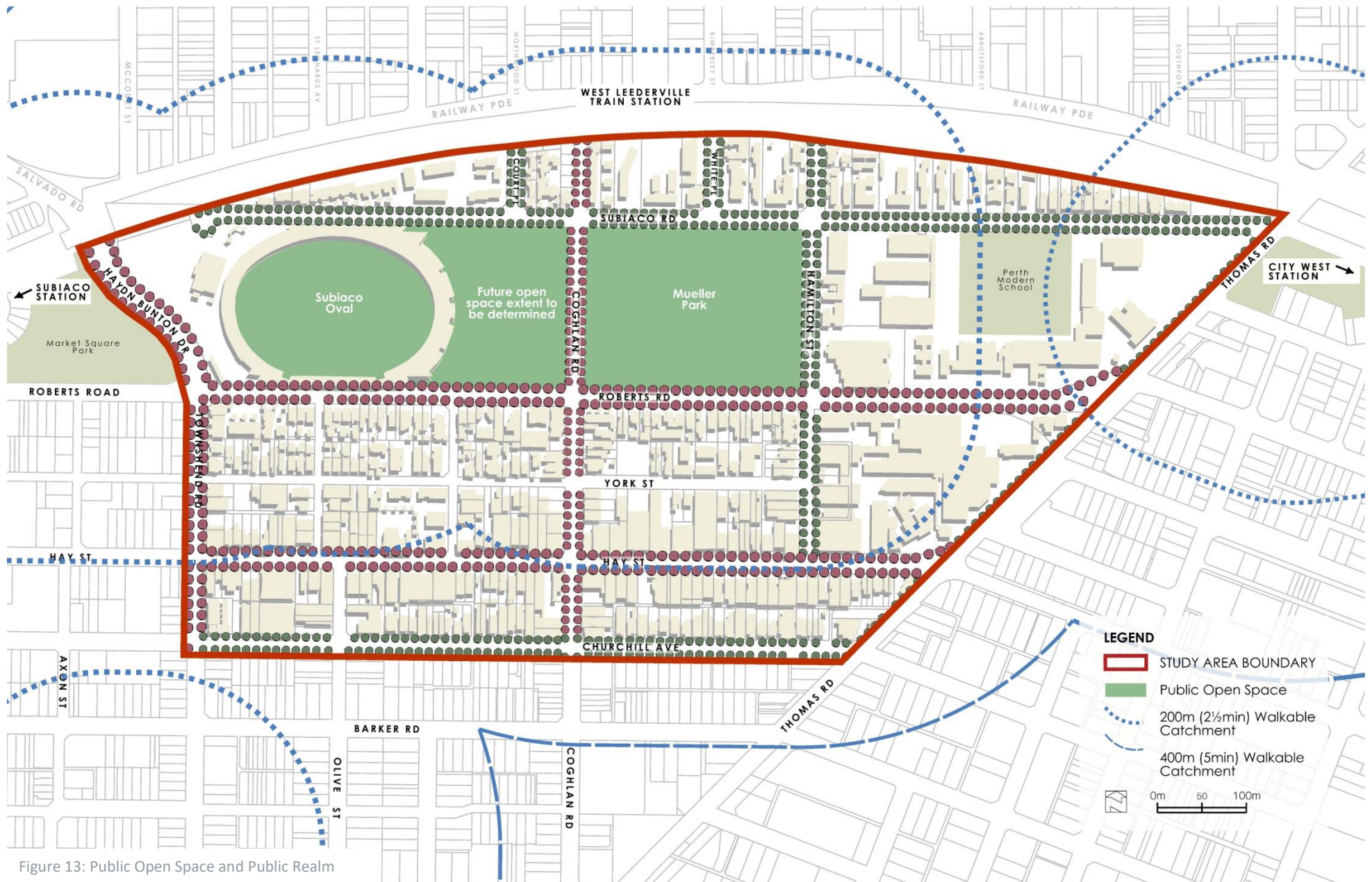


Figure 13: Public Open Space and Public Realm



Image: The retention of heritage character within the precincts of North Subiaco is of vital importance, and new development should be respectful of key heritage features wherever possible.

4 PRECINCT PLANNING

For the purpose of further detailed planning the structure plan area has been divided into eight separate precincts which are outlined as follows and shown spatially in **Figure 14**:

- The **Urban Corridor**, which is focused on land adjoining the north and south of Hay Street;
- The **Urban Frame**, which is focused on land adjoining the Urban Corridor precinct;
- The **Local Centre**, which is focused on the intersection of Coghlan Road and Hay Street; and
- The **Residential** precinct, which is focused on land between Roberts Road and York Street.

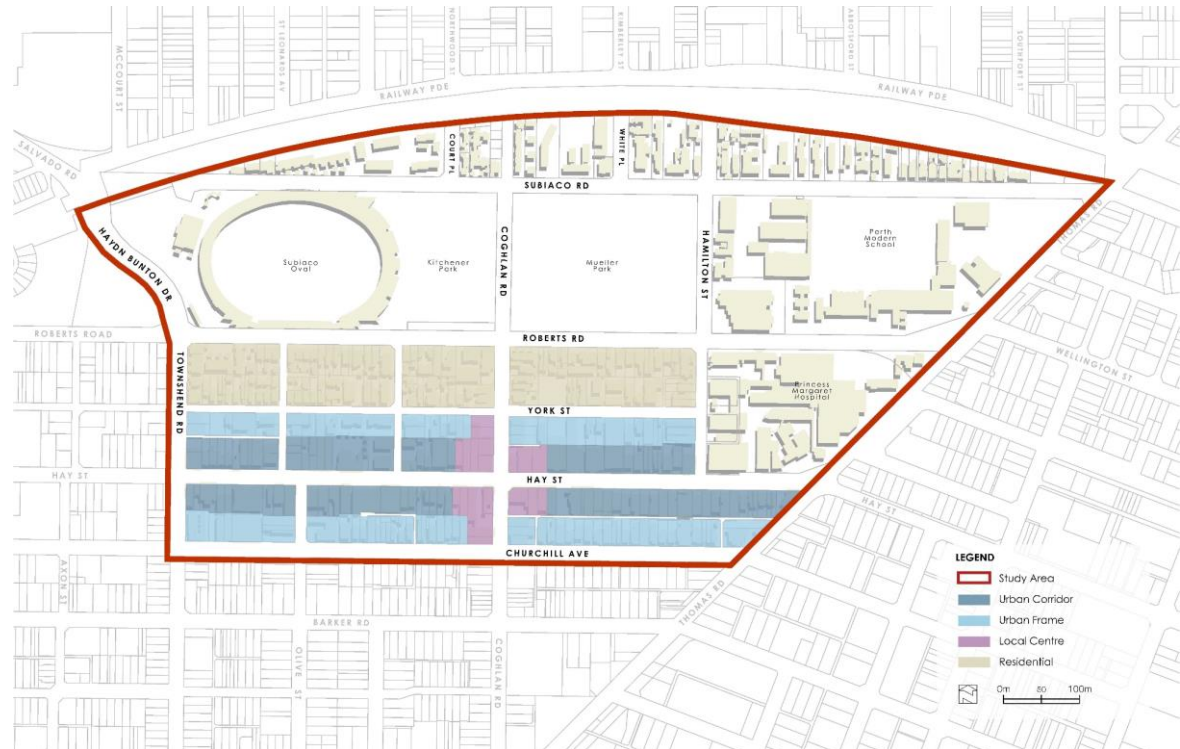


Figure 14: North Subiaco Structure Plan precincts

4.1 URBAN CORRIDOR

4.1.1 DESIRED FUTURE CHARACTER

The Urban Corridor precinct is focused on increasing the intensity and diversity of development adjacent Hay Street to reinforce its role as an activity corridor leading to the Subiaco Activity Centre.

The area will continue as a vibrant and attractive place to live, work and recreate, and will be further enhanced by additional development opportunities and an improved public realm which further encourages cyclist and pedestrian movement.

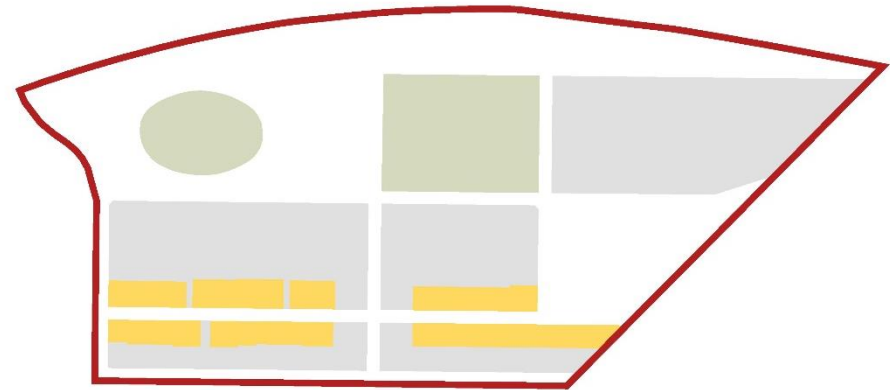
4.1.2 KEY PLANNING PRINCIPLES

The following key planning principles will inform the finalised provisions of the Scheme and the Local Planning Policy (North Subiaco Design Guidelines) to guide development and subdivision within the precinct:

4.1.2.1 LAND USE

The Urban Corridor precinct is to be zoned 'Mixed Use' under the Scheme with an R-Coding of R80, with land use permissibility guided by the provisions of the Scheme and the Local Planning Policy with a focus on providing opportunities for:

- The expansion of commercial development along ground floor and lower floors of development sites, particularly where these provide active street frontages that contribute to life within the public realm;
- The intensification and expansion of residential apartments on upper floors of development to reinforce the activity corridor, enhance the viability of retail businesses within the local centre;
- Limited convenience retail uses where considered appropriate to provide the local community with services in walking distance from their homes.



4.1.2.2 BUILT FORM

Built form will focus on making a positive contribution to the streetscape and ensuring that residents are afforded a high quality internal and external amenity.

Built form considerations are guided by the proposed provisions outlined in **Table 5**, and will be further informed by the Local Planning Policy (North Subiaco Design Guidelines) with respect to:

- Buildings of a scale and intensity consistent with an Activity Corridor, with heights of 4 storeys along the street interface and five storeys setback 3 metres from the street;
- Passive surveillance of the Hay Street and intersecting roads should be enhanced to increase pedestrian safety throughout the movement network; and
- Appropriate landscaping and architectural treatments fronting Hay Street should be provided to ensure a positive contribution to the streetscape.

4.1.2.3 ACCESS

Access throughout the area will be enhanced to encourage pedestrians and cyclists into the streets and onto the high frequency public transport along Hay Street and via the West Leederville Station.

In particular:

- The number of vehicle access points to development sites should be minimised and where possible vehicle access should be gained from rear laneways or side streets to reinforce the pedestrian, cyclist and public transport focus of Hay Street;
- Pedestrian and cyclist movement should be prioritised along Hay Street and side streets through the provision of awnings and shelter, additional street tree plantings and end of trip facilities provided within developments.

4.1.2.4 OTHER

Other considerations for redevelopment within the precinct include:

- The redevelopment of properties within the precinct will be challenging as the majority of the area is substantially developed, and individual lots may not have sufficient area to achieve the desired built form outcome. The City may look to provide development incentives for land assembly within the precinct via the Local Planning Policy (North Subiaco Design Guidelines).

Table 5: Provisions applicable to the 'Urban Corridor' precinct as shown in Figure 14.

Name of Area	Purpose	Objectives	Requirements	
Urban Corridor	The purpose of the Urban Corridor precinct is to provide for residential living opportunities, office/business activities and a range of complementary uses.	To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels. To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.	Residential Density Code	R80
			Maximum Plot Ratio	Maximum plot ratio in accordance with the Scheme.
			Street Setback	Buildings are to be set back from the street alignment such distance as is determined by the local government having regard to the streetscape and the building setbacks on adjacent land and in the immediate locality.
			Maximum Height	Height of 4 storeys and 15.5 metres to the street interface or as shown on Plan 2.
			Additional Height Maximum	Additional Height maximum as per the Maximum Building Height Plan identified in Plan 2 and subject to Part 1 Section 5.3.3.
			Side Setback	Nil for the height of the street interface. Development above the street interface shall be setback from the side boundary by not less than 3m.
			All other development standards	Subject to compliance with the Scheme, City of Subiaco Local Planning Policy and the Residential Design Codes.

4.2 URBAN FRAME

4.2.1 DESIRED FUTURE CHARACTER

The Urban Frame precinct is focused on providing ancillary development and intensity to reinforce the Urban Corridor precinct, and transition built form through to the predominantly two storey development along York Street and Churchill Avenue. Traffic will be slowed throughout the areas to reinforce pedestrian and cyclist movements, and development will reflect and enhance the heritage characteristics of the precinct.

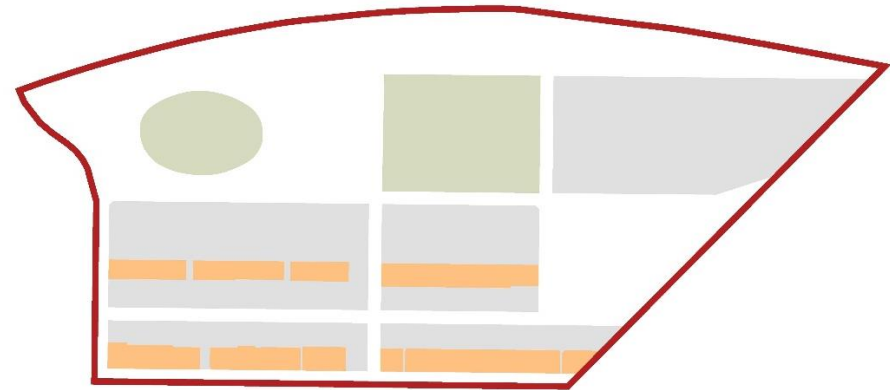
4.2.2 KEY PLANNING PRINCIPLES

The following key planning principles will inform the finalised provisions of the Scheme and the Local Planning Policy (North Subiaco Design Guidelines) to guide development and subdivision within the precinct:

4.2.2.1 LAND USE

The Urban Frame precinct is to be zoned 'Mixed Use' under the Scheme with an R-Coding of R80, with land use permissibility guided by the provisions of the Scheme and guided by the Local Planning Policy with a focus on providing opportunities for:

- The expansion of commercial development to provide additional employment to reinforce the activity corridor;
- The intensification and expansion of residential apartments on upper floors of development to reinforce the activity corridor and enhance the viability of retail businesses within the local centre; and
- The retention of some existing single and grouped dwellings, particularly where these have identified heritage features worthy of retention.



4.2.2.2 BUILT FORM

Built form will focus on making a positive contribution to the streetscape and ensuring that residents are afforded a high quality internal and external amenity.

Built form considerations are guided by the proposed provisions outlined in **Table 6**, and will be further informed by the Local Planning Policy (North Subiaco Design Guidelines) with respect to:

- Buildings of a scale and intensity consistent with the transition zone from the Urban Corridor to the surrounding area, with heights of 3 storeys along the street interface and 4 storeys setback 5m from the street;
- Passive surveillance of the York Street and Churchill Avenue, along with intersecting roads, should be enhanced to increase pedestrian safety throughout the movement network; and
- Retention of the heritage character throughout the precinct, with street frontage dwellings forming a comparable setback and height with existing dwellings.

4.2.2.3 ACCESS

Access throughout the area will be enhanced to encourage pedestrians and cyclists into the streets and onto the high frequency public transport along Hay Street and via the West Leederville Station.

In particular:

- The number of vehicle access points to development sites should be minimised and where possible vehicle access should be gained from rear laneways or side streets to reinforce a pedestrian, cyclist and public transport focus;
- On street parking should be formalised along both Churchill Avenue and York Street to continue to provide residents without site parking opportunities to park their vehicles and to assist in slowing vehicle movements throughout the precinct.

4.2.2.4 OTHER

Other considerations for redevelopment within the precinct include:

- The redevelopment of properties within the precinct will be challenging as the majority of the area is substantially developed, and individual lots may not have sufficient area to achieve the desired built form outcome.
- The City may look to provide development incentives for land assembly within the precinct via the Local Planning Policy (North Subiaco Design Guidelines), particularly where identified heritage properties may be redeveloped whilst retaining key features of significance.

Name of Area	Purpose	Objectives	Requirements	
Urban Frame	The purpose of the Urban Frame precinct is to provide for residential living opportunities, office/business activities and a range of complementary uses.	To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels. To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.	Residential Density Code	R80
			Maximum Plot Ratio	Maximum plot ratio in accordance with the Scheme.
			Street Setback	Buildings are to be set back from the street alignment such distance as is determined by the local government having regard to the streetscape and the building setbacks on adjacent land and in the immediate locality.
			Maximum Height	Height of 3 storeys and 9.0 metres at the street interface.
			Additional Height Maximum	Additional Height maximum as per the Maximum Building Height Plan identified in Plan 2 and subject to Part 1 Section 5.3.3.
			Side Setback	Nil for the height of the street interface. Development above the street interface shall be setback from the side boundary by not less than 3m.
			All other development standards	Subject to compliance with the Scheme, City of Subiaco Local Planning Policy and the Residential Design Codes.

Table 6: Provisions applicable to the 'Urban Frame' precinct as shown in Figure 14.

4.3 NORTH SUBIACO LOCAL CENTRE

4.3.1 DESIRED FUTURE CHARACTER

The Local Centre precinct is focused on increasing the intensity and diversity of development at the intersection of Hay Street and Coghlan Road to reinforce its role as a commercial focal point for the local residential community.

The area will continue to function principally as a shopping/service node serving the needs of residents and workers in the surrounding area and generally functioning at a smaller, more localised scale than the Subiaco town centre.

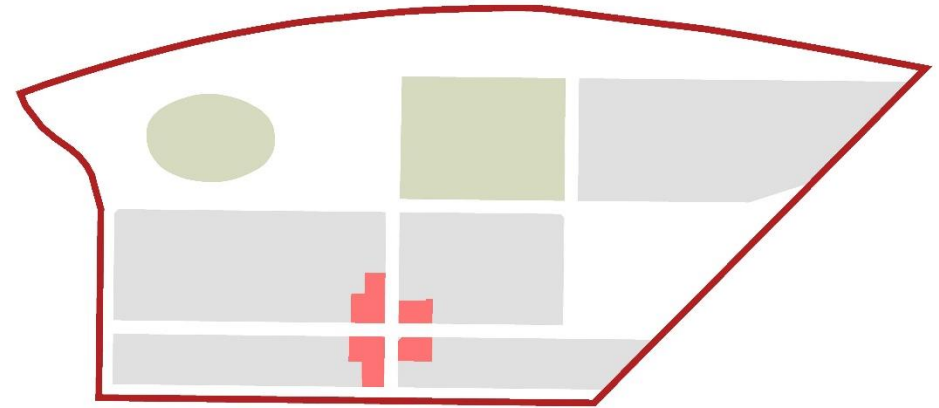
4.3.2 KEY PLANNING PRINCIPLES

The following key planning principles will inform the finalised provisions of the Scheme and the Local Planning Policy (North Subiaco Design Guidelines) to guide development and subdivision within the precinct:

4.3.2.1 LAND USE

The Local Centre precinct is to be zoned 'Mixed Use' under the Scheme with an R-Coding of RAC0, with land use permissibility guided by the provisions of the Scheme and guided by the Local Planning Policy with a focus on providing opportunities for:

- A focus on retail and hospitality uses on the ground floor, particularly uses that encourage life and vibrancy into the public realm, including cafes, food outlets, newsagencies and other convenience retailers;
- The intensification and expansion of residential apartments on upper floors of development to reinforce the activity corridor and enhance the viability of retail businesses within the local centre;



4.3.2.2 BUILT FORM

Built form will focus on making a positive contribution to the streetscape and ensuring that residents are afforded a high quality internal and external amenity. Built form considerations are guided by provisions outlined in **Table 7**, and will be further informed by the Local Planning Policy (North Subiaco Design Guidelines) with respect to:

- Buildings of a scale and intensity consistent with an Activity Corridor, with heights of 4 storeys along the street interface and 6 storeys within a 3m setback of the street;
- Buildings on corner sites should provide landmark features to reinforce the precinct as a focal point for North Subiaco area;
- Passive surveillance of Hay Street and Coghlan Road should be enhanced to increase pedestrian safety throughout the movement network.

4.3.2.3 ACCESS

Access throughout the area will be enhanced to encourage pedestrians and cyclists into the streets and onto the high frequency public transport along Hay Street and via the West Leederville Station.

In particular:

- The number of vehicle access points to development sites should be minimised and where possible vehicle access should be gained from rear laneways or side streets to reinforce the pedestrian, cyclist and public transport focus of Hay Street;
- Pedestrian and cyclist access should be prioritised along Hay Street and side streets through the provision of awnings and shelter, additional street tree plantings and end of trip facilities provided within developments.
- Servicing locations for buildings should be accessed via rear laneways where possible, and should be screened from public view.

4.3.2.4 OTHER

Other considerations for redevelopment within the precinct include:

- The redevelopment of properties within the precinct will be challenging as the majority of the area is substantially developed, and individual lots may not have sufficient area to achieve the desired built form outcome. The City may look to provide development incentives for land assembly within the precinct via the Local Planning Policy (North Subiaco Design Guidelines).

TABLE 7: PROVISIONS TO BE INCLUDED IN THE CITY'S LOCAL PLANNING SCHEME FOR THE NORTH SUBIACO LOCAL CENTRE.

Name of Area	Purpose	Objectives	Requirements	
North Subiaco Local Centre	The purpose of the North Subiaco Local Centre is to accommodate a range of commercial and residential uses, functioning principally as a shopping/service node serving the needs of residents and workers in the surrounding area and generally functioning at a smaller, more localised scale than the Subiaco town centre.	To provide for a range of shops, offices, restaurants and other commercial outlets in defined town sites or activity centres;	Residential Density Coding	R-AC0
			Minimum Open Space (% of site)	No minimum
			Maximum plot ratio	Maximum plot ratio in accordance with the Scheme.
		To maintain the compatibility with the general streetscape, for all new buildings in terms of scale, height, style materials, street alignment and design of facades. To ensure that development is not detrimental to amenity of adjoining owners or residential properties.	Street Setback	Nil to the Street
			Maximum Height (Street Interface)	Height of 4 storeys and 15.5 metres to the street interface.
			Additional Height Maximum	Additional Height maximum as per the Maximum Building Height Plan identified in Plan 2 and subject to Part 1 Section 5.3.3.
			Side Setback	Nil for the height of the street interface. Development above the street interface shall be setback from the side boundary by 3m.
			Rear Setback	Nil for development up to two storeys. Development above two storeys shall be setback by 6 metres. Where development abuts a land or Right of Way, development above two storeys shall be set back by 3 metres.
			All other development standards	Subject to compliance with a Local Development Plan for the centre and the Residential Design Codes.

4.4 RESIDENTIAL

4.4.1 DESIRED FUTURE CHARACTER

The Residential precinct is focused on retaining and enhancing the existing built form and land use character of the Roberts Road precinct.

This precinct is predominantly residential in nature, with a number of non-residential consulting rooms and offices operating in harmony with residential uses. These usage patterns are proposed to continue, with new development to be respectful of the residential nature of the precinct and existing heritage character throughout.

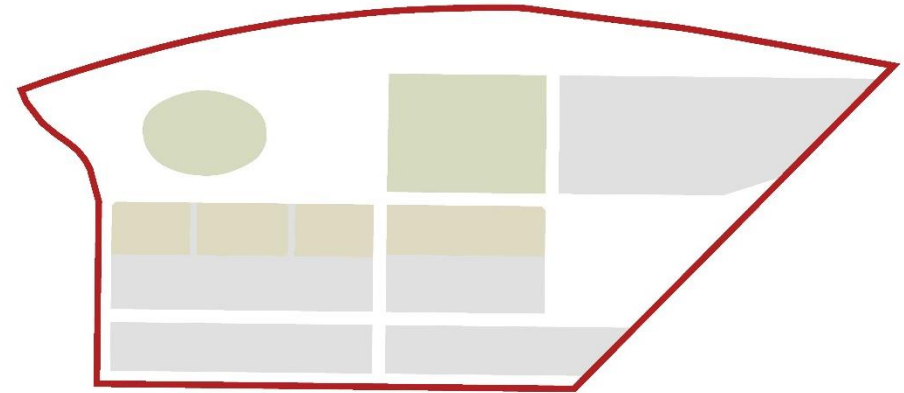
4.4.2 KEY PLANNING PRINCIPLES

The following key planning principles will inform the finalised provisions of the Scheme and the Local Planning Policy (North Subiaco Design Guidelines) to guide development and subdivision within the precinct:

4.4.2.1 LAND USE

The Residential precinct is to continue to be zoned 'Residential' under the Scheme with an R-Coding of R50 for the Roberts Road precinct, and land use permissibility guided by the provisions of the Scheme and guided by the Local Planning Policy with a focus on providing opportunities for:

- The limited expansion of commercial development in the form of small office developments and consulting rooms that are compatible with the predominantly residential use;
- The intensification and expansion of residential apartments where development opportunities arise;
- The retention of some existing single and grouped dwellings, particularly where these have identified heritage features worthy of retention.



4.4.2.2 BUILT FORM

Built form will focus on making a positive contribution to the streetscape and ensuring that residents are afforded a high quality internal and external amenity. Built form considerations are guided by the Residential Design Codes, and will be further informed by the Local Planning Policy (North Subiaco Design Guidelines) with respect to:

Retention of the heritage character throughout the precinct, with street frontage dwellings forming a comparable setback and height with existing dwellings;

- Introduction of new buildings that are respectful of the character of the precinct, with a maximum height of 2 storeys at the street frontage and 3 storeys being setback 5m from the street, in accordance with the Building Heights Plan;
- Passive surveillance of York Street and Roberts Road, along with intersecting roads, should be enhanced to increase pedestrian safety throughout the movement network.

4.4.2.3 ACCESS

Access throughout the area will be enhanced to encourage pedestrians and cyclists into the streets and onto the high frequency public transport along Roberts Road and via the West Leederville Station.

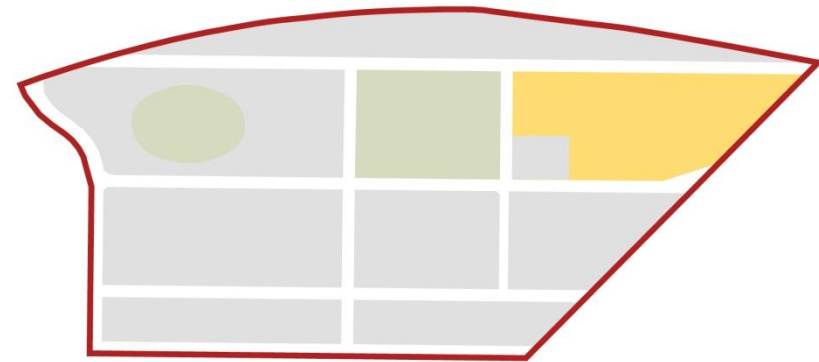
In particular:

- The number of vehicle access points to development sites should be minimised and where possible vehicle access should be gained from rear laneways or side streets to reinforce the pedestrian, cyclist and public transport focus of Hay Street;
- On street parking should be formalised along both Roberts Road and York Street to continue to provide residents without site parking opportunities to park their vehicles and to assist in slowing vehicle movements throughout the precinct.
- Additional street tree plantings along Roberts Road should be provided to reinforce pedestrian movement along this corridor.

4.8 PERTH MODERN SCHOOL

Perth Modern School is proposed to retain its 'Public Purpose – Education' reserve under the

Metropolitan Region Scheme and Local Planning Scheme No. 5, and remain operating as a Secondary School. Perth Modern School contains multiple buildings which are listed on the State Heritage register for their aesthetic, historic and social values. It is important that these heritage buildings are retained and any future development on and surrounding the Perth Modern School site has regard to the unique heritage character of the site.



5 IMPLEMENTATION

5.1 STATUTORY PROVISIONS

The implementation of the structure plan will require the following deviations from the existing zoning and Scheme provisions currently identified under *Town Planning Scheme No. 4*:

- Lots within the 'Mixed Use' zone on Plan 1 are to be rezoned from 'Commercial/Residential' to the 'Mixed Use' zone under the City's Scheme, which is not currently available under *Town Planning Scheme No. 4*, but is anticipated to be available under *Local Planning Scheme No. 5*.
- The provisions of clause 45 of *Town Planning Scheme No. 4*, which generally relate to the Local Centre, Urban Corridor and Urban Frame precincts, require modification to:
 - Alter the permissible building heights for Lots fronting York Street and Churchill Avenue to a maximum of three storeys within 5m of the street boundary, and four storeys where buildings are beyond the 5m setback, in accordance with the building heights outlined in **Plan 2**.
 - Alter the permissible building heights for fronting Hay Street to a maximum of four storeys within 3m of the street boundary and five storeys beyond the 3m setback, and up to six storeys where buildings are proposed within the Local Centre.

The introduction of the statutory provisions will either be undertaken as amendments to *Town Planning Scheme No. 4* or as new provisions of *Local Planning Scheme No. 5*, depending on the expediency of preparing the latter and the final adoption of this structure plan.

5.2 COLLABORATION

The implementation of this structure plan will require substantial collaboration between the City of Subiaco and its stakeholders, including the landowners and land occupiers within the project area, the broader Subiaco community, surrounding local governments (City of Perth and Town of Cambridge), a number of Western Australian State Government agencies and a number of servicing authorities.

The proposed collaboration with each of these is outlined as follows:

- **Community Engagement and Consultation:** In addition to the consultation and engagement undertaken as part of this Structure Plan, the City will undertake further community engagement:
 - As required under the *Planning & Development Act 2005* for the preparation of Scheme provisions to amend the zoning and residential coding of properties within the Structure Plan area and introduce the proposed Special Control Area;
 - As required under the provisions of the Planning & Development (Local Planning Scheme) Regulations 2015 with respect to the preparation and consideration of a Local Planning Policy for the structure plan area;
 - As a component of any substantial public infrastructure upgrades, including improvements to the public realm within streetscapes and identified open space areas.
- **Surrounding Local Governments:** The City will continue to engage with surrounding local governments, being the Town of Cambridge and the City of Perth, to ensure that the implementation of the structure plan occurs in a co-ordinated manner and is cognisant of infrastructure upgrades and redevelopment within the immediately adjacent precincts of West Leederville and West Perth.
- **State Government Agencies and Servicing Authorities:** As part of implementation of the Structure Plan the City will continue to liaise with:
 - The Department of Planning to ensure that the necessary Scheme provisions and design guidelines are finalised and appropriately implemented and any subdivision or development applications are consistent with the intent and desired outcomes identified in the Structure Plan, Scheme and Local Planning Policy;
 - The Public Transport Authority to ensure that potential extensions and upgrades to existing public transport services and future provision;

- Main Roads WA with respect to future traffic volumes and impacts on the regional road network, particularly as a component of the broader Transport, Access and Parking Strategy being undertaken by the City; and
- Servicing agencies to ensure that future upgrades to power, water, wastewater, gas and telecommunications infrastructure are cognisant of the increased demand for service infrastructure within the precinct.

5.3 STAGING AND MONITORING

The staging of development is anticipated to be dependent on individual landowner interest and opportunity to undertake development, either on individual Lots or across combined land parcels.

The Structure Plan will be monitored throughout its implementation, particularly with respect to the preparation of Scheme provisions and the recommended Local Planning Policy (North Subiaco Design Guidelines) and will be reviewed every five years until the recommended actions are completed.

PART THREE: APPENDICES

APPENDIX A

NORTH SUBIACO TOWN PLANNING & URBAN DESIGN STUDY PREFERRED BRIEFING NOTE (2014)



APPENDIX B

NORTH SUBIACO INDICATIVE YIELD ANALYSIS

Table 1: North Subiaco Indicative Yield Analysis

Precinct ²	Total Precinct Area (m ²)	Assumed Development Area (m ²) ³	Assumed Average Plot Ratio	Development Floor space (m ²)	Residential Floor space			Commercial Floor space		Retail Floor space	
					Percentage	Area (m ²)	Units	Percentage	Area (m ²)	Percentage	Area (m ²)
Local Centre	9,884	7,370	2:1	14,741	50%	7,370	92	45%	6,633	5%	737
Urban Frame	43,433	25,634	1:1	25,634	75%	19,226	240	25%	6,409	0%	-
Urban Corridor	44,411	23,060	2:1	46,121	60%	27,672	346	38%	17,526	2%	922
Residential – Roberts Road	47,944	20,091	0.6:1	12,054	100%	12,054	151	15%	1,808	0%	-
Total	145,672						829		32,376		1,659

Table 2: North Subiaco Redevelopment Potential Analysis (Figure 1) and development take-up assumptions (2016-2050)

Redevelopment Potential Rating	Definition	Assumed Development Take-up (2016 – 2050)
Very Low	Generally allocated to sites that were identified on the State Heritage List of City 's Heritage List and Local Government Inventory, as substantial redevelopment and intensification of these sites will be very difficult whilst retaining the identified heritage features;	10%
Low	Generally allocated to existing strata sites, which are assumed to be in multiple ownership, as achieving agreement of all strata owners for redevelopment will be very difficult;	25%
Moderate	Generally identified single dwellings that will achieve a significant uplift in development potential as a result of the proposed Scheme amendments, and are more likely to capitalise on the increased value of their property through a redevelopment;	75%
High	Sites identified by the City of Subiaco as likely to redevelop based on discussions with landowners or knowledge of future intent.	100%
Subject to Separate Analysis	Sites that will have their redevelopment potential determined by separate structure planning exercises.	NA

² Precincts as defined depicted in the North Subiaco Masterplan.

³ Assumed development area calculation uses development take-up assumptions outlined in Table 2.

