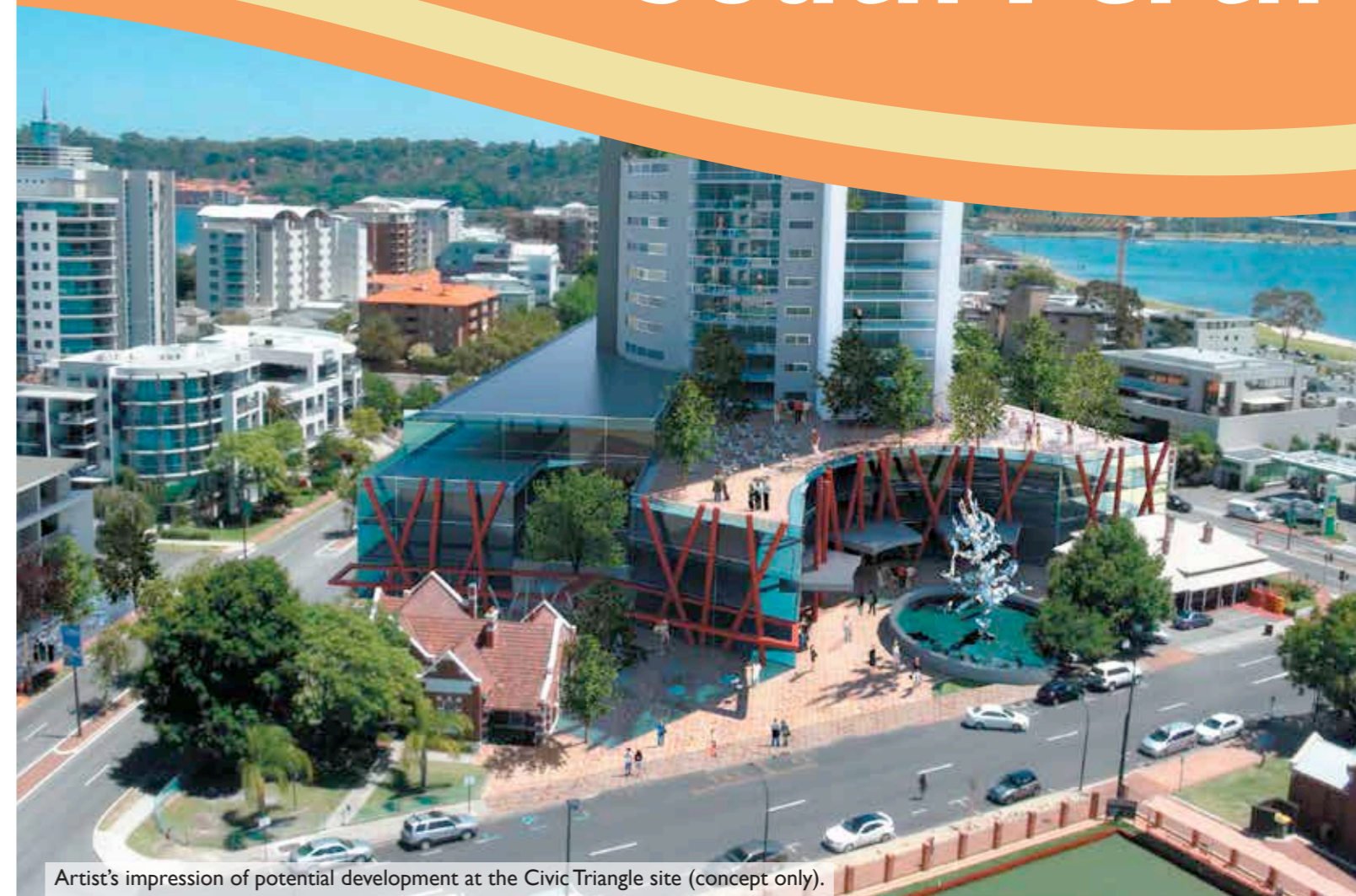


Location of Amendment Area

Revitalising South Perth



South Perth Station Precinct

Significant changes to the City of South Perth's town planning scheme are set to revitalise and regenerate the area known as the South Perth Station Precinct, creating a vibrant, attractive hub with new opportunities to increase commercial, residential and retail development.

The South Perth Station Precinct is ideally situated two kilometres across the Swan River from the Perth CBD, and is well serviced by excellent transport networks, including the freeway, and bus and ferry service. In the future, it is hoped that the state government will construct a South Perth railway station at Richardson Street, to service the Perth Zoo and local businesses and residents.

Amendment 25 to Town Planning Scheme No. 6 was approved by the State Government in January 2013 and provides for an increase in intensive commercial and multiple residential development, promoting employment opportunities adjacent to major public transport routes.

It promotes lively street frontages with shops, restaurants and other non-residential land uses at ground floor levels; and encourages the use of public transport in a pedestrian friendly environment.

The City believes that Amendment 25 will attract significant new investment and development to the area, creating a prosperous and thriving inner-city precinct.

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South Perth Station Precinct

Scheme Amendment 25

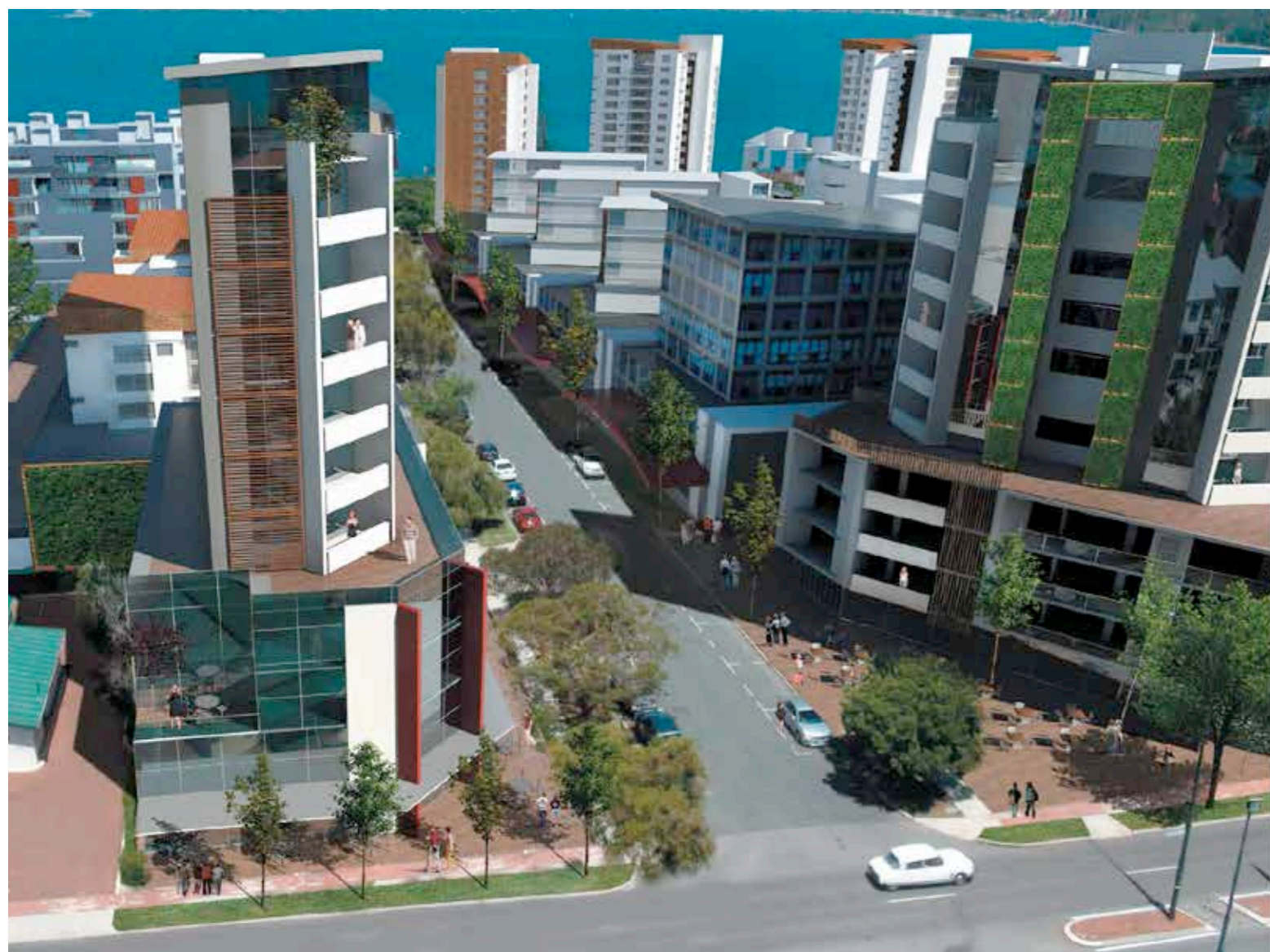
The South Perth Station Precinct includes all land between Richardson and Darley Streets to the south and east, and Scott Street and Frasers Lane to the north. Amendment 25 to Town Planning Scheme No. 6 applies to all of this land.

Key existing attractions and amenities of the South Perth Station Precinct include the Perth Zoo, Perth – South Perth ferry, iconic Windsor Hotel and the vibrant Mends Street commercial area.

Some of the key objectives of Amendment 25 are:

- commercial land use to support the increased residential population, provide greater employment self-sufficiency in the City and patronage for a 'destination' rail station
- new development to create a destination that offers commercial office space, cafes, restaurants, hotels and tourist accommodation

- increased commercial and retail opportunities within pre-determined sub precincts
- promotion of quality urban development with zero front setback and awnings to create a liveable and accessible environment for visitors and residents
- increased building height limits throughout the precinct to allow taller and larger buildings to maximise river and city views while maintaining view corridors
- further increased height in selected areas if certain criteria are met including exceptional quality architecture, sustainable design, community benefits such as public art, among other criteria.



Above: artist's impression of potential development at Lyall Street (concept only).

Principal Provisions

The provisions in the Scheme Amendment apply to all 'comprehensive new development', but not to minor alterations, additions or extensions to existing development.

The following is a summary of the principal development requirements and entitlements in the South Perth Station Precinct.

Sub-precincts

The Precinct is divided into four sub-precincts identified by street names: Mends, Scott-Richardson, South Perth Esplanade and Stone-Melville.

The permitted land uses are different in each sub-precinct. In the Mends and Scott-Richardson sub-precincts, maximum plot ratios are prescribed for residential development and residential dwellings are not permitted on the ground floor. The South Perth Esplanade and Stone-Melville sub-precincts are predominantly intended for multiple residential developments.

Plot ratio

While plot ratio restrictions apply to the residential component of a mixed-use development, no overall maximum plot ratio is prescribed for any development in the precinct. In the Mends and Scott-Richardson sub-precincts, all development must have a non-residential component with a minimum plot ratio of 1.0.

Building height limits

The Scheme Amendment prescribes four different building height limits for the various parts of the precinct:

- 10.5m for heritage sites
- 14m in the Stone-Melville sub-precinct
- 25m for most of remaining area
- 41m along portions of Mill Point Road, Melville Parade and Judd Street

Podium abutting street boundary

Other than on specified 'perimeter' streets, all development must include a podium abutting the street boundary. The podium height must be in the range between 9m and 13.5m. Lower podium heights are prescribed where protection of heritage buildings is required.

Side and rear setbacks

Podium walls are required to abut side and rear boundaries unless otherwise approved by the Council. For walls above the podium, or where a podium is not required, the minimum side and rear setback is 3m for non-residential development; and as prescribed in Table 5 of the Residential Design Codes for residential development.

Parking

The minimum parking ratios have been reduced by about 50 per cent compared with the previous requirements. The new parking ratios identified in the amendment are:

- 0.75 bays per dwelling for Single Bedroom Dwellings
- 1 occupier bay per dwelling
- 1 bay per 50m² of gross floor area for non-residential land uses.

Other requirements relate to visitor parking, bicycle facilities and reciprocal parking arrangements for non-residential uses.

Street canopies

Where a building abuts a street boundary, a 2.5m deep canopy is to be provided over the street footpath.

Heritage

A heritage impact statement is required for proposed development next to a heritage site. The statement needs to demonstrate that the design and siting of the development will not detract from the heritage-listed building.

Special Design Area: variations and performance criteria

The lots fronting onto major and 'high visibility' streets comprise the 'Special Design Area' (refer to Plan 2 in the Amendment text). For development on these lots, the requirements relating to minimum non-residential plot ratio, maximum residential plot ratio and building height limits may be varied subject to the proposed development being consistent with the related Guidance Statements and specifically meeting all of the relevant Performance Criteria in Table B of Schedule 9.

Designing out crime

Based on the principles of crime prevention through environmental design, new design requirements aim to reduce crime with natural surveillance, and restrict unauthorised access and avoid the creation of closed areas.

Noise attenuation

For development on Melville Parade lots and others where noise-sensitive land uses may be adversely impacted by freeway or train noise, a noise assessment is to be undertaken by the applicant, and the results submitted to the City of South Perth with the development application. In some cases, the Council may then require the submission of a noise management plan identifying intended noise attenuation solutions.

For more information, contact Strategic Planning at the City of South Perth on 9474 0777.