

## West Perth Regeneration Masterplan

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TOWN OF VINCENT





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Revision	Date	Recipient
REV A	02-10-08	Town Of Vincent

Cleaver Street



## 1.1 Executive Summary

Since the Town of Vincent commissioned their Leederville Town Centre Master Plan in 2005, they have embraced the challenges facing all inner-city councils, to:

- Encourage the introduction of centralised high density residential
- To provide additional workplaces and employment opportunities
- To capitalise on transit infrastructure, and
- To ensure every development scenario is of best practice sustainable design.

While accepting these higher order goals, the Town of Vincent has been at pains not to lose the intrinsic qualities and sense of place that make Leederville and its surrounds such an attractive place to live, work and visit.

The extension of the Leederville Master plan studies to encompass the subject of this report, the West Perth Regeneration Area, signifies the Town of Vincent's commitment to urban renewal on the northern fringe of Perth's CBD.

The nine hectares of land has the capacity to provide an additional 80,000m<sup>2</sup> of commercial offices, and between 600 and 800 residential apartments. The proposed density will sustain a local retail offer that will allow future residents to walk to local food and café outlets, while also having the option of an 8 minute walk to the café strip of Oxford Street.

This study recommends the construction of a foot bridge at the southern end of Cleaver Street, which will provide pedestrians and cycle connective over the combined rail and free way barrier, to the City West and West Perth. This link will join Beatty Park and Kings Park as a dynamic activated pedestrian spine.

This report also suggests a Cleaver Street train station that while does not figure on Perth Transit Authorities future plan, gained tacit approval from some members of the Department for Planning and Infrastructure.

The West Perth Regeneration Area represents one of the best opportunities to achieve the density increase to Perth's inner ring from 8000 to 25000 residence by 2031.



Newcastle Street



# 1.0 introduction

“...a vibrant, contemporary place for living, working and doing business”.

## 1.1 Introduction

The West Perth Regeneration study is for an area of land of some 19.3 hectares bounded by Newcastle Street to the North, the Mitchell Freeway to the South, Loftus Street to the West and Charles Street to the East.

The land was ceded to the Town of Vincent from the City of Perth on July 1st 2007. Its current use is predominantly light industrial, with some showroom and office uses on Newcastle Street.

Its largest land holding is a vehicle showroom, while a number of affiliated automotive industries all located in the area.

The Town of Vincent commissioned this report to extend the urban renewal of the Leederville Town Centre to include this portion of land.

The West Perth Regeneration Area is part of a large precinct that includes Oxford Close, City West and the Water Corporation that all around Loftus Street and the Mitchell Freeway while this area spans the Towns of Vincent and Cambridge and the City of Perth, together it represents over 50 hectares of inner city land that has an extremely low resident population, and a relatively low commercial yield.

The future development of all this land will have a significant impact on traffic on both Loftus and Newcastle Streets, and this study should be read as the first step in a larger co-ordinated study.

### Scope

This study will comment on:

- Appearance and Character
- Land Use
- Heritage Issues
- Capacity and Movement
- Safety and Security
- Feasibility and,
- Implementation



Perth Aerial showing Site Area



# 2.0 site analysis

## 2.1 Background Information

### Preceding Studies

#### 1. The Leederville Masterplan

The Leederville Masterplan, within the Town of Vincent, aims to increase the density of the area while maintaining and increasing the mix of uses and the 'village atmosphere' of the area. The aim of the masterplan is to create;

- A place with its own identity
- A place with living streets and an interactive public forum
- A welcoming place with variety and choice
- A place that makes good use of its resources
- The best use of Transit Oriented Development principles for a highly connected place.

#### 2. City West

South of the West Perth Regeneration Study Area lies the City West retail precinct. With a large contiguous parcel with a single owner the area is currently being examined for redevelopment. The development is likely to contain a mix of retail and commercial with some residential dwellings included. The prime inner-city location of the site, with the City West train station adjacent, makes it an ideal location for a future high density mixed use development that adheres to TOD principles.

#### 3. Southport Street/Oxford Close Precinct

The parcel of land on the corner of Loftus and Newcastle streets is owned and occupied by the WA Water Corporation and is the subject of its own masterplan, independent to the Leederville Masterplan. The Water Corp masterplan retains the John Tonkin Water Centre and allows for new development along Newcastle Street. The Leederville Masterplan advocated an 'icon' tower on the corner of Loftus and Newcastle Streets and the Water Corporation Masterplan has retained the tower as a 'future development option'

#### 4. Southport Street and Oxford Close

The area around Southport Street and Oxford Close, on Town of Cambridge land, has similar land uses to the West Perth Study area, with light industrial being the predominant use. The area, within 400m of the Leederville Train Station, is currently the subject of Department for Planning and Infrastructure and Town of Cambridge Urban Design Studies, which are being undertaken independently and have not been officially released at the time of writing this. It is anticipated that the area will be the subject.

#### 5. Proposed Perth Stadium

The 60 000 seat multi-purpose Perth Stadium was recently unveiled by the WA State Government and is due for completion in 2016. In addition to the stadium, the plan involves new housing and transport infrastructure.





## 2.0 site analysis

### 2.2 Site Appearance



#### NEWCASTLE STREET

- Generally low density.
- No street trees or landscaping at the pedestrian level.
- Most buildings are set back from the street edge with car parking in front of the site.
- Very vehicle oriented and not a pedestrian friendly environment.



#### NEWCASTLE STREET (NORTHERN SIDE)

- Features a mix of uses but predominantly residential.
- Area is zoned R80 but mostly underdeveloped.
- Some heritage buildings + buildings of interest.
- Some street trees.
- Buildings setback from the street edge.



#### NEWCASTLE STREET (SOUTHERN SIDE)

- Predominantly automotive focused business', with some showrooms and offices.
- Mostly single storey.
- No protection for pedestrians.
- 'patchwork' footpath paving.
- No street trees.
- Vehicle parking often out the front of the business off Newcastle Street.



#### CLEAVER ST AND SURROUNDING STREETS AND LANE WAYS.

- The study area has a general 'light industrial' aesthetic, with some showrooms and commercial business.
- The quality and density of built form is generally low.
- The predominant land use is light industrial.



#### OPEN SPACE

- The corner of Loftus St and Leederville Parade features a small public park.
- The park is cut off from the surrounding areas by busy roads and is difficult for pedestrians to access.
- The park is currently under-utilised.
- The land is owned by the Main Roads WA and the Department for Planning and Infrastructure.



#### SURROUNDING AREAS

- Pedestrian movement from the study area to the surrounding locations is greatly hindered by the freeway, the Charles St freeway offramp, the train line and Loftus Street.

## 2.0 site analysis

### 2.2 Appearance



#### 1. WAREHOUSES – MID 20TH CENTURY

The West Perth regeneration Area has a number of light industrial factories and warehouses that evoke a slightly “grungy” fine grain of saw-toothed roofs, exposed trusses and raw face bricks. While these buildings could be suitable for warehouse conversions, the reality is the resulting density would not be greatly higher than currently exists.



#### 2. BRICK WAREHOUSE – OLD ABERDEEN STREET

Perhaps the best example of an early warehouse, the building is not listed on any current heritage register.



#### 3. MOTOR SHOWROOM – NEWCASTLE STREET

Example of a low value use on Newcastle Street that does not contribute to an active streetscape.



#### 4. WEST ONE – HERITAGE PRECINCT

The Old Perth School is the only Heritage listed building in the precinct.



#### 5. APARTMENTS – NEWCASTLE STREET

A number of 8 storey apartment blocks from the 60's and 70's are located on the north side of Newcastle Street.

Note the relationships between the apartments and the adjacent single storey residence.

These apartments create a precedent for height in the precinct. Note the building is set back from the street.

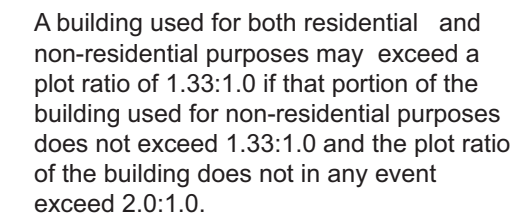


#### 6. NEWCASTLE STREET – LOOKING SOUTH

Example of poorly activated corner along Newcastle Street.



## 2.4 Current Planning Controls



*Matilda Bay*

A building used for both residential and non residential purposes will have a maximum plot ratio of 4.0:1.0 provided that the plot ratio of the part of the building used for non-residential purposes does not exceed 2.0:1.0.





## 2.0 site analysis

### 2.5 Surrounding Context

Current Land Use 800m Radius





# 2.0 site analysis

## 2.6 Current Land Use 400m Radius

- The predominant land use is light industrial + showrooms
- The limited residential component is generally low density and restricted to the northern side of Newcastle Street
- The largest occupant of the study area is a motor vehicle dealership, located on the corner of Newcastle and Charles Streets.

Total Area 9.2ha.

Commercial Land Use				
PLUC Code	No. of Businesses	FTE Equivalent	Floor Space (sqm)	sqm per worker
Health / Welfare / Community	2	8	337	45
Office / Business	3	17	172	10
Sub Total	5	24	509	21

Industrial Land Use				
PLUC Code	No. of Businesses	FTE Equivalent	Floor Space (sqm)	sqm per worker
Manufacturing	2	14	540	40
Office / Business	14	101	2,878	28
Retail	2	4	190	54
Service Industry	10	63	4,347	70
Shop	2	2	196	98
Storage	5	30	2,068	70
Vacant Floor Area	5	0	872	0
Sub Total	40	212	11,091	52
Grand Total	45	236	11,600	49





## 2.0 site analysis

### 2.7 Heritage

Fig 3.3.1 The study area contains few buildings of heritage significance or buildings of interest.



The Old Perth School is the only Heritage listed building in the precinct.







# 3.0 masterplan

## 3.1 Masterplan Option 1 3-6 Storeys

### Design Option 1 'European Scale'

- ① New streetscaping on Newcastle Street including; underground power, new street trees, landscaped verges, upgraded 'universal access' pedestrian pathways, parking moved from the front of the property to the side, rear, or basement of the development, new developments built to the street edge with activated street fronts. New developments on Newcastle Street to be a max. height of 6 storeys, with floors above 3 storeys (or equivalent height) set back at least 5 metres from the street edge. Awnings to be provided for pedestrian comfort.
- ② Proposed new train station and new pedestrian overpass over the freeway reserve.
- ③ New pedestrian overpass integrated into building to provide effective passive surveillance adhering to the CPTED principles.
- ④ New developments to be mixed use with commercial/showrooms occupying the ground floor and residential dwellings above (except where otherwise indicated).
- ⑤ Commercial developments with high visibility to passing traffic. Provide acoustic barrier to residential dwellings.
- ⑥ Existing tall buildings set back from Newcastle Street.
- ⑦ North facing courtyard.
- ⑧ Controlled intersection of Cleaver and Newcastle Streets.
- ⑨ Residential 'mews' access.
- ⑩ Private open space for residents.
- ⑪ Commercial Building with high visibility. Provides acoustic barrier to residential dwellings.
- ⑫ Heritage Building.
- ⑬ Landscaped road edge to provide visual and acoustic barrier to freeway and train line.
- ⑭ "Principle shared path" on Perth Bicycle Network.

Fig 3.1a





## 3.0 masterplan

### 3.1 Masterplan Option 1

#### Design Option 1 Heights





# 3.0 masterplan

## 3.1 Masterplan Option 1

### Design Option 1 Yields

Fig 3.1b

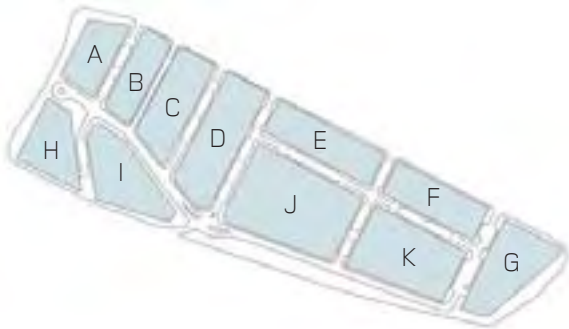


European Scale 3- 6 storey

Description	Area (ha)	Plot Ratio	NLA	Ground Floor					Podium				Tower				Total	Total Floors
				Showroom	Retail	Office	Res. Area	No. Apart	levels	Office	Res. Area	No. Apart.	levels	Office	Res. Area	No. Apart		
A Office Building	0.362	2.5	9050			2500		0	3	7500							10000	4
B Showroom- Office	0.359	2.5	8975			2000		0	3	6500							8500	4
C Mixed Use	0.548	2.5	13700	700		800		0	4		11100	111					12600	5
D Mixed Use	0.470	2.5	11750	800	1100	1200		0	4	5800	7250	73					16150	5
E Showroom- Residential	0.538	2	10760	2000	400			0	4		7000	70					9400	5
F Showroom- Residential	0.470	2	9400	2300				0	4		6000	60					8300	5
G Showroom- Office	0.588	2.5	14700	1500		1400		0	5	12100		0					15000	6
H Office Building	0.416	2.5	10400			2000		0	5	8500		0					10500	6
I Office Building	0.567	2.5	14175			2500		0	5	13000		0					15500	6
J Mixed Use	1.168	2.5	29200		1200	1500	1040	10	4	5400	21000	210					29100	5
K Mixed Use	0.807	2.5	20175			2200	2100	21	4	6300	12000	120					20500	5
TOTAL	6.293		152285	7300	2700	16100	3140	31		65100	64350	644		0	0	0	155550	

Showroom	7300	
Retail	2700	
Office	81200	
Residential	67490	675

Net Plot Ratio	2.5
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Examples of 'European Scale' mixed use developments.



# 3.0 masterplan

## 3.2 Masterplan Option 2

### Design Option 2 “Tower + Podium”

- ① New streetscaping on Newcastle Street including; underground power, new street trees, landscaped verges, upgraded ‘universal access’ pedestrian pathways, parking moved from the front of the property to the side, rear, or basement of the development, new developments built to the street edge with activated street fronts. New developments on Newcastle Street to be a max. height of 6 storeys, with floors above 3 storeys (or equivalent height) set back at least 5 metres from the street edge. Awnings to be provided for pedestrian comfort.
- ② Proposed new train station and new pedestrian overpass over the freeway reserve.
- ③ New pedestrian overpass integrated into building to provide effective passive surveillance adhering to the CPTED principles.
- ④ New developments to be mixed use with commercial/showrooms occupying the ground floor and residential dwellings above (except where otherwise indicated).
- ⑤ Commercial icon towers with high visibility to passing traffic. Provide acoustic barrier to residential dwellings.
- ⑥ Existing tall buildings set back from Newcastle Street
- ⑦ North facing courtyard
- ⑧ Controlled intersection of Cleaver and Newcastle Streets
- ⑨ Residential Mews Access
- ⑩ North facing private open space for residents + public open space
- ⑪ Commercial icon tower with high visibility. Provides acoustic barrier to residential dwellings
- ⑫ Heritage Building
- ⑬ Landscaped road edge to provide visual and acoustic barrier to freeway and train line.
- ⑭ ‘Principle shared path’ on Perth Bicycle Network.

Fig 3.2a





## 3.0 masterplan

### 3.2 Masterplan Option 2

#### Design Option 2 Heights



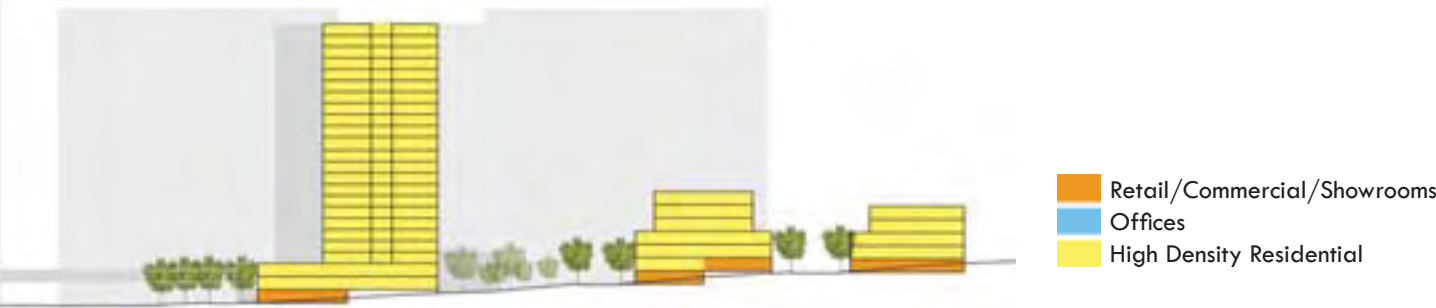


# 3.0 masterplan

## 3.2 Masterplan Option 2

### Design Option 2 Yields

Fig 3.7.2b



Section A



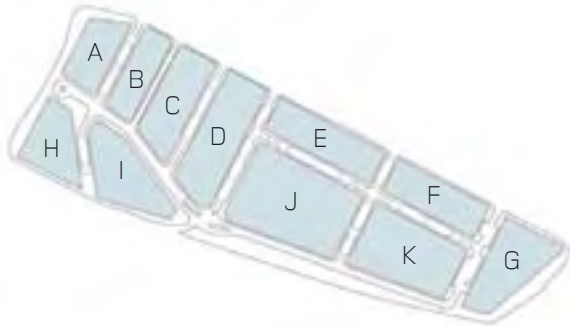
Section B

#### Podium and Tower

Description	Area (ha)	Plot Ratio	NLA	Ground Floor					Podium				Tower				Total	Total Floors
				Showroom	Retail	Office	Res. Area	No. Apart	levels	Office	Res. Area	No. Apart	levels	Office	Res. Area	No. Apart		
A Office Building	0.404	3.5	14140			2500		0	3	7500			3	6000		0	16000	7
B Showroom- Office	0.346	2.5	8650			2000		0	3	6500						0	8500	4
C Mixed Use	0.504	2.5	12600	700		800		0	4		11100	111				0	12600	5
D Mixed Use	0.650	2.5	16250	800	1100	1200		0	3	5800	7250	73				0	16150	4
E Showroom- Residential	0.528	2	10550	2000	400			0	3		7000	70				0	9400	4
F Showroom- Residential	0.465	2	9300	2300				0	3		6000	60				0	8300	4
G Showroom- Office	0.600	3.5	21000	1500		1400		0	2	6000		0	10	12000		0	20900	13
H Office Building	0.426	3.5	14910			2000		0	3	8500		0	4	6000		0	16500	8
I Office Building	0.620	3.5	21700			2500		0	3	13000		0	4			0	15500	8
J Mixed Use	1.166	3.5	40810		1200	1500	1040	10	3	5400	21000	210	14		10800	108	39900	18
K Mixed Use	0.803	3.5	28105			2200	2100	21	3	6300	12000	120	14		10800	108	31300	18
TOTAL	6.512	0		7300	2700	16100	3140	31		59000	64350	644		24000	21600	216	195050	

Showroom	7300
Retail	2700
Office	99100
Residential	89090
	891

Net Plot Ratio	3
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# 3.0 masterplan

## 3.3 Activated Pedestrian Spine

Fig 3.3 Pedestrian connection to Kings Park

With the creation of the proposed pedestrian freeway reserve overpass, people would be able to walk or ride their bicycles from Beatty Park in Leederville to Kings Park, linking all sites in between including;

- The West Perth Regeneration Masterplan study area
- The proposed new train station
- City West retail/commercial area
- Harold Boas Gardens
- West Perth commercial district (inc. hospitality venues)
- Kings Park

Currently the pedestrian route from Beatty Park to Kings Park involves crossing the freeway at the Loftus Street freeway overpass which currently does not provide adequate levels of pedestrian or cyclist safety or comfort.



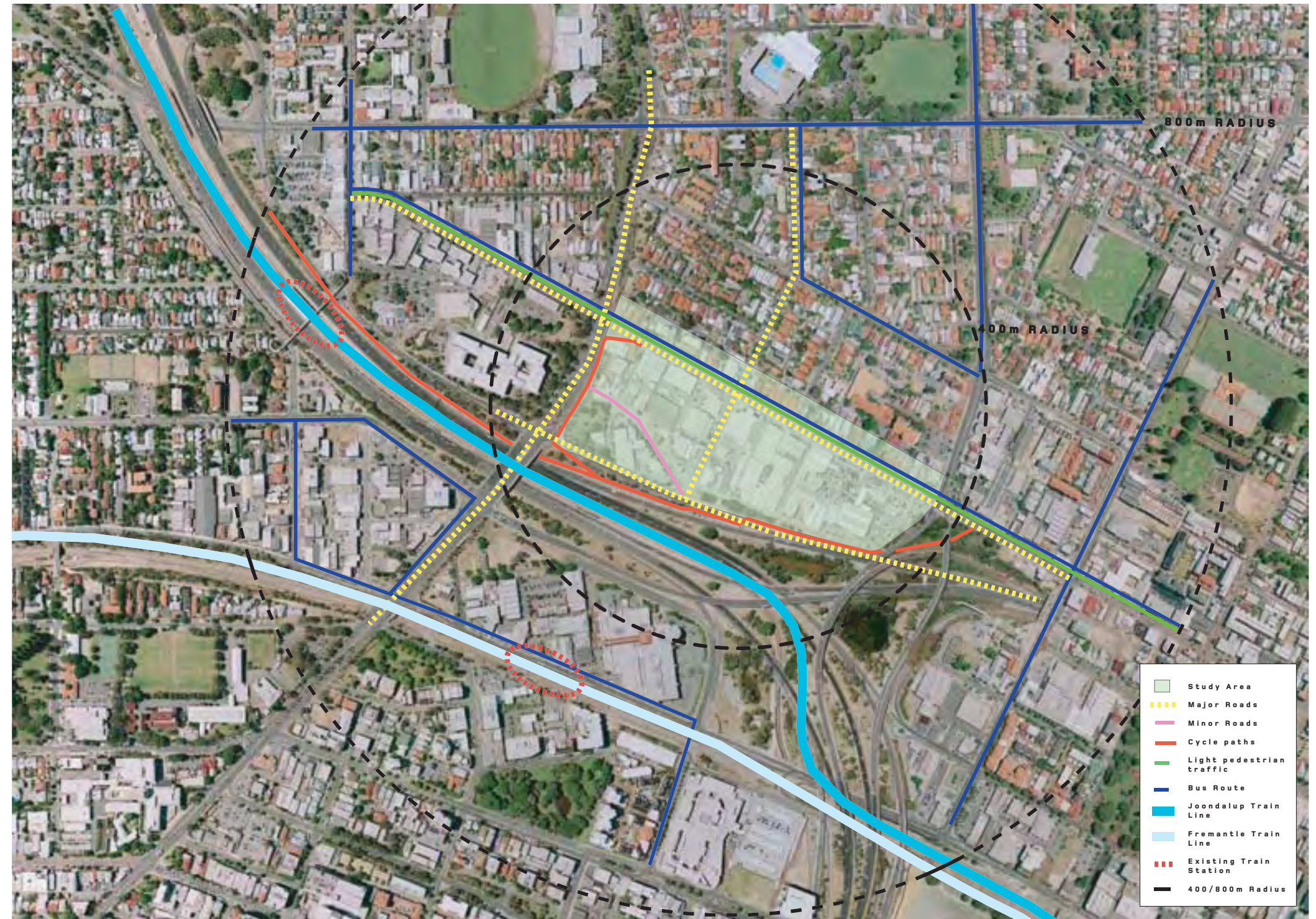


## 3.0 masterplan

### 3.4.1 Current Movement

Fig 3.4.1 Current Transport and Movement

- The area is well serviced by major transport links.
- Public transport includes the Leederville Train Station, which is within 800m of a part of the study area, as well as Transperth bus routes along Newcastle Street.
- Pedestrian movement is limited by the freeway and other major roads.
- The study area is connected to dedicated cycle paths to and from the city.



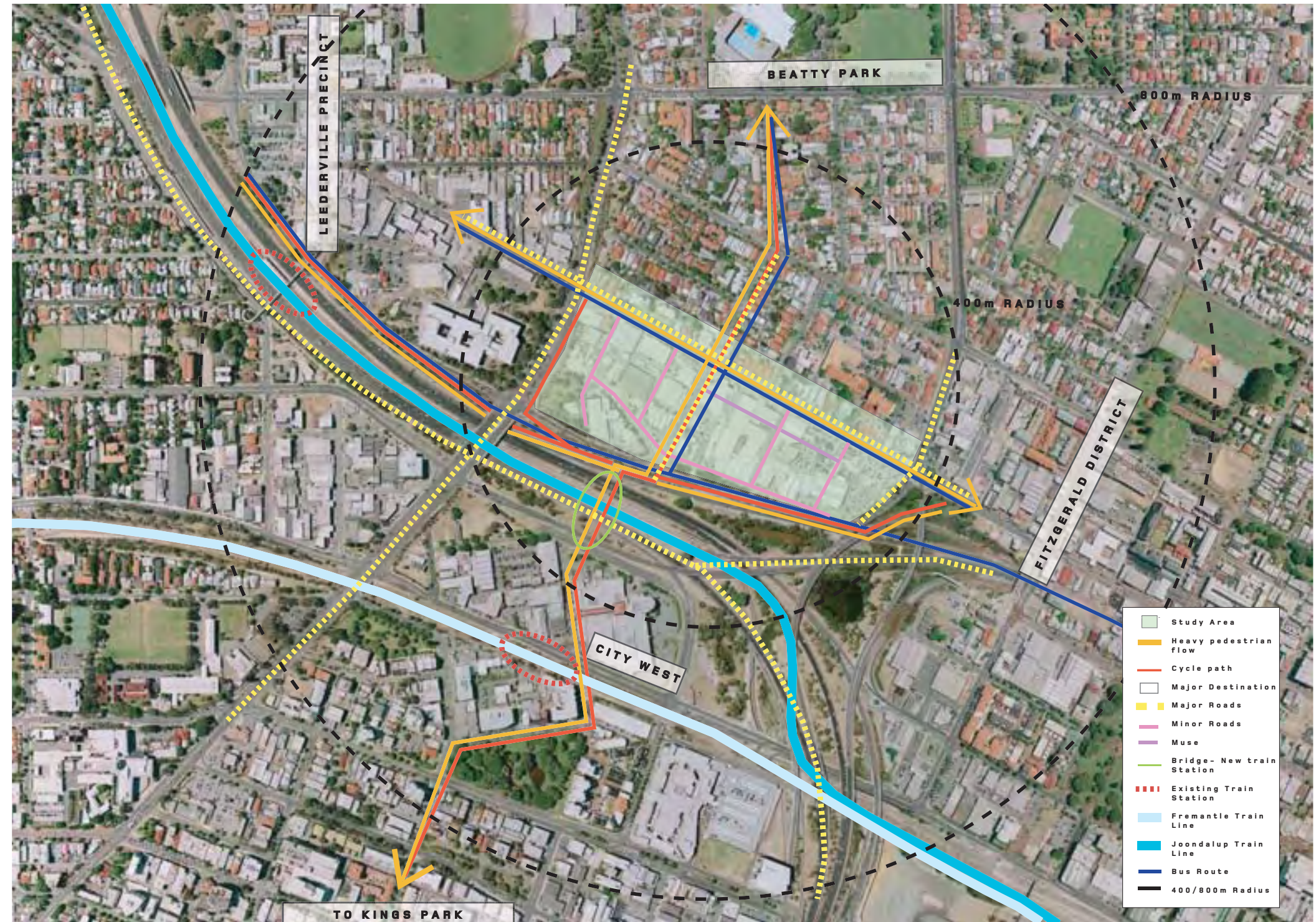


## 3.0 masterplan

### 3.4.2 Proposed Movement

Fig 3.4.2 Proposed Transport and Movement

- A new pedestrian/cycle connection is proposed across the freeway and rail reserve, with a new train station on the Clarkson line.
- The train station will be an 'inner city' stop and function in a similar way to a tram stop, similar to the City West, Mclver, Claisebrook, East Perth and Esplanade train stops. These are characterised by the relatively short distance between them and the Perth Central train station.
- Refer to APPENDIX A for Traffic Study.





# 3.0 masterplan

## 3.4.3 Movement and Car Parking

A report on traffic movement and potential traffic generation has been prepared by SKM and is included in the Appendices.  
See Fig 3.4.1 & 3.4.2 for diagrams showing current and proposed transport and movement.

### PEDESTRIAN & CYCLING ACCESS AND MOVEMENT

The study area has access to the Principal Shared Path which runs along the Mitchell Freeway on the Perth Bicycle Network. The path connects with Leederville Station and runs through to the city.

North-South pedestrian movement is restricted by the Mitchell freeway as well as the car-dominated Loftus Street bridge. Other north-south crossings include the Leederville Train Station overpass to the north and Fitzgerald Street to the south. The masterplan proposes a new pedestrian overpass across the freeway.

### PUBLIC TRANSPORT ACCESS AND MOVEMENT

The majority of the study area is within 1km of the Leederville Train Station which is located to the North-west of the study area.  
A single Transperth bus service, the number 15 bus, operates along Newcastle Street. Other bus routes operate within walking distance of the study site.

The masterplan proposes a new ‘inner-city’ train station.

### MOTOR VEHICLE ACCESS AND MOVEMENT

The study area has access to a number of major vehicular transportation routes including the Mitchell Freeway, Charles, Loftus and Newcastle Streets. Congestion is an issue and is discussed in the traffic report (Refer Appendix 5.1)

### UNIVERSAL DESIGN

Universal design is to be an integral component of the planning and design process. Compliance with the “Disability Standards for Access to Premises (Premises Standard)” will be mandatory for all new developments.

### PRIVATE & PUBLIC ACCESSWAYS AND LANEWAYS

In order to ensure adequate provision of safe, secure, visually acceptable and accessible parking for residents and workers, it is important to minimise the visual impact of access gates and garages by incorporating these elements as integral elements of the buildings and streetscape. Vehicle movement must not compromise pedestrian movement and safety.

### SAFETY AND SECURITY

The principles of CPTED (Crime Prevention Through Environmental Design) are to be incorporated into the development.

Movement elements such as the proposed pedestrian freeway overpass have been incorporated into buildings in order to maximise passive surveillance with commuters exiting onto activated streets. The introduction of residential dwellings into the area ensures that the streets are activated beyond ‘9 -5’ as is currently the case.

### FACILITIES

Developments will be required to provide safe and secure bicycle storage and end-of trip facilities (such as change areas and showers) to encourage alternative methods of transport to the private motor vehicle.

### TRANSIT ORIENTATED DEVELOPMENT (TOD)

Transit Oriented Developments are relatively dense, walkable urban developments centred around public transport infrastructure. TOD reduces the reliance on vehicles and prioritises alternative transport methods. Currently the study area cannot be classed as a TOD given the absence of a high density residential component and approximately half of the site is more than 800m from the Leederville Train Station.

The masterplan proposal adheres to the principles of TOD and includes;

- A proposed new inner-city train station that is within 400m of the entire site area.
- High density residential dwellings, commercial and office developments in the site area
- A new pedestrian connection north-south across the freeway.
- Connection to the Perth Bicycle Network
- A safe and pedestrian-friendly environment within the study area.

### CAR PARKING

The study area is currently a ‘General Parking Zone’, where both long and short term public parking may be permitted, with ‘Category 4’ streets, which are streets with relatively low concentrations of pedestrians, in the Perth Parking Policy.

The Perth Parking policy prescribes maximum parking requirements as opposed to minimum requirements. The location of the study area next to a (proposed) train station is to reduce the reliance on private motor vehicles and thus parking requirements.

## 3.5 Safety and Security

In order to create a safe urban environment, day and night developments should minimise the opportunity for crime and maximise the sense of safety through the design and management of built and landscaped environments.

Currently the West Perth Regeneration Area is an under populated and poorly lit area and is potentially an unsafe pedestrian environment, especially after hours.

This will fundamentally change when the area is redeveloped, as passive surveillance from ground and first floor tenancies is the greatest deterrent for crime.

New street lighting will be to relevant Australian Standards and will ensure adequate lighting for pedestrians, cyclists and motorists.



# 4.0 implementation

## 4.1 Feasibility Assessment

SCENARIO ONE  Plot Ratio = 1		No.	Expenditure (\$)		Multiple	Feasible
	Dwellings *	776	8.0m	Supermarket/ Superdeli (400m²)	1.48	✓
	Workers	920	0.8m	Café	2.01	✓
* Includes 224 existing dwellings				Restaurant	1.91	✓
				Newsagency	0.48	✗
				Fashion	0.58	✗

SCENARIO TWO  Plot Ratio = 2		No.	Expenditure (\$)		Multiple	Feasible
	Dwellings *	1,328	14.0m	Supermarket/ Superdeli (400m²)	2.95	✓
	Workers	1,840	1.5m	Café	4.02	✓
* Includes 224 existing dwellings				Restaurant	3.82	✓
				Newsagency	0.95	✗
				Fashion	1.16	✗

SCENARIO THREE  Plot Ratio = 3		No.	Expenditure (\$)		Multiple	Feasible
	Dwellings *	1,880	19.0m	Supermarket/ Superdeli (400m²)	4.43	✓
	Workers	1,656	1.0m	Café	6.02	✓
* Includes 224 existing dwellings				Restaurant	5.73	✓
				Newsagency	1.43	✓
				Fashion	1.74	✓

## 4.2 Incentives to Develop

The impetus for private sector action in the study area will be driven by market forces. The re-zoning of the land and increased plot ratios will increase the value of the land and the potential redevelopment scale and options. The consultation process will involve identifying the major stakeholders and approaching them directly. This approach is most affective given the relatively small number of parties with large holdings of land. The consultation will illustrate to the key stakeholders the opportunities in redevelopment

## 4.3 Developer Contribution to Public Realm

The Town of Vincent can redevelop the public realm through Developer Contributions (a ‘sinking fund’). Calculation of the contribution amount may be based on the increase in value of the land as a result of the new density zoning. ‘Cash in Lieu’ contributions for parking provision may be possible. The study area is however controlled by the ‘Perth Parking Policy’ and there are no minimum parking requirements, making cash in lieu payments a less likely means of generating funds. Cash in Lieu is most likely to occur with a reduction in the number of residential car bays required, which is covered by the Residential Design Codes of Western Australia. Residential car bays may be reduced due to the proximity of the study area to a train station.

## 4.4 Traffic Analysis

The traffic analysis undertaken by SKM (refer to APPENDIX A) provides preliminary advice on traffic generation and advice on potential issues relating to road congestion arising from the redevelopment. Based on the analysis, SKM recommends that a full strategic assessment be undertaken to ascertain the full impact of the increased traffic arising from the redevelopment.

The Town of Vincent Town Planning Scheme No. 1 and Policies The Town of Vincent Town Planning Scheme No. 1 and Policies do not adequately address all of redevelopment issues and a new set of guidelines specific to the study area will need to be developed.

## 4.5 Planning Considerations

**TOWN PLANNING SCHEME**  
The Town of Vincent is restricted in its determination of development applications in this area by the existing provisions of the City of Perth City Planning Scheme No.2. Until the Town addresses the area through an appropriate Scheme Amendment and/or within new Town Planning Scheme No.2, development within the study area is limited to the current provisions of the City of Perth City Planning Scheme No.2. The current City of Perth City Planning Scheme No.2 provisions would not accommodate either of the draft options by virtue of plot ratio, land uses and the like. Therefore, appropriate amendments to the Town of Vincent’s Town Planning Scheme No.1 and/ or new Town Planning Scheme No.2 will need to be initiated to accommodate the proposed Mas terplan with respect to appropriate zonings and the like. Built Form Design Guidelines would also be required to be produced pursuant to the Scheme Amendment or the new Town Planning Scheme No.2 to guide the Town and landowners with respect to new development in the area.

**CAR PARKING**  
In addition to the car parking requirements of the City planning Scheme No.2, the study area is subject to the provisions of the Perth Parking Policy, created pursuant to the Perth Parking Management Act 1998. The policy provides guidance to the State Government in exercising the powers conferred upon it by the Act, and to the City of Perth (in this case, the Town of Vincent) in providing a framework for assessing applications for parking facilities under the City of Perth City Planning Scheme. The Policy essentially makes provisions with respect to zones governing the provision of public parking; and ‘desirable’ and ‘maximum’ number of bays per hectare for tenant parking dependant on the category of the street from which access is taken.