

**City of Perth**  
**City Planning Scheme**  
**No. 2**



**Precinct Plans**

# **Precinct Plan No.12**

## **Langley**

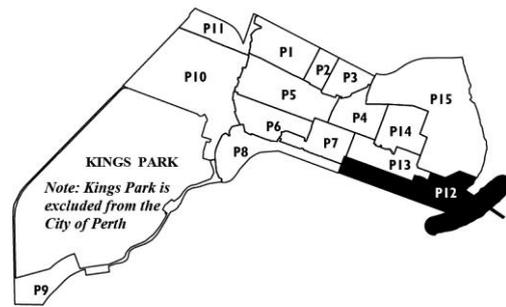


<b>Version #</b>	<b>Decision Reference</b>	<b>Synopsis</b>
1	26 June 2001	Gazetted
2	17 March 2015	Amended
3	13 December 2016	Amended
4	11 April 2017	Amended



### STATEMENT OF INTENT

The Langley Precinct will be predominantly maintained as an area of expansive public open space providing a dramatic setting for the city. It will continue to develop as a major focus for sporting, recreational and leisure events and activities and be promoted as one of the city's principal visitor and tourist attractions. Passive recreational opportunities in the Precinct should be expanded, and better integrated with surrounding spaces, to take full advantage of this picturesque river bank and parkland setting in close proximity to the city centre.



At the regional scale the image of the Swan River foreshore will predominantly be one of parkland open space as part of an extensive, linked metropolitan parkland foreshore system. The Causeway operates as a major gateway to the city for visitors. A clear approach to the city centre through the parklands of Burswood and this Precinct is to be designed as a distinctive urban gateway. Views and vistas to and from the foreshore and the surrounding features will be established and enhanced.

An exuberant character enhanced through urban design treatments which integrate the major activity elements and give the Precinct a coherent and distinctive identity will be encouraged. Buildings, places and other objects having historical, architectural or other significance will be preserved and maintained.

A continuous, safe, attractive and clearly identified network of pedestrian and cycle paths, spaces and facilities will be provided throughout the foreshore linking the river-edge, recreation areas and the city centre. Endeavours will be made to ensure unrestricted and continuous pedestrian access to and along the waterfront.

Traffic flow will be regulated in accordance with the functional road hierarchy for the Scheme area. The reduction of bypass traffic along Riverside Drive will create a safer and higher quality environment for pedestrians along the river foreshore. The Precinct will accommodate only small, well landscaped, short term car parks where vital for the functioning of the area. The local government will require that any development take into consideration pedestrian and cyclist access and safety.



## Uses

The majority of the Langley Precinct is comprised of Metropolitan Region Scheme (MRS) Parks and Recreation Reserves. In addition, a small amount of land in this Precinct is contained within a City of Perth Parks and Recreation Reserve. Appropriate uses for this land include: sporting events, concerts, festivals, public exhibitions and functions, and conventions.

Where it is considered that a particular use could have a detrimental impact on the amenity of the surrounding area it will be subject to the advertising procedure set down in clause 64 of the Deemed Provisions.

**Note:** 1. Processes for advertising are contained in clause 64 of the Deemed Provisions and the City Planning Scheme Policy Manual under the section Public Notification/Advertising Procedures.

## Development Standards

Development shall generally be in accordance with the planning strategies and policies contained in the City Planning Scheme Policy Manual concerning:

- Development and Design
- Parking and Access

The following additional requirements apply:

- (1) **Setbacks:** Development shall be well set back from the river foreshore area and set within landscaped grounds. Landscaping in the vicinity of the river bank should be mindful of the need to preserve and enhance wildlife refuge areas and prevent river bank erosion.
- (2) **Landscaping:** Decked areas of car parks will contain landscaping of a high quality and of a mature and permanent nature.

## RESERVES

Land in this Precinct is predominantly reserved under the Metropolitan Region Scheme (MRS) for parks and recreation and other major highway purposes. All MRS reserves are shown on the Precinct Plan map. The matters referred to in this Precinct Plan will be taken into account in determining an application relating to any reserved land. Planning authority within MRS reserves is the responsibility of the Western Australian Planning Commission (administered by the Department of Planning) and the Swan River Trust. The local government has also reserved land for parks and recreation and therefore retains responsibility for development in that reserve.

The local government nevertheless has management responsibilities for the regional reserves, as well as having the opportunity to comment on all development, and in this regard the matters referred to in this Precinct Plan will be taken into account in determining an application relating to a MRS reserve.

### Swan River Foreshore

The *Foreshore Action Plan 1999* establishes the principles for future development at Perth's Foreshore. It contains several actions to guide the future development of the foreshore and surrounding environs.

The reduction of traffic on Riverside Drive, due to the opening of the Graham Farmer Freeway, and resultant use of the road primarily as a scenic route will help create links between the central city and the river foreshore. This will also create a safer and higher quality environment for pedestrians and cyclists.

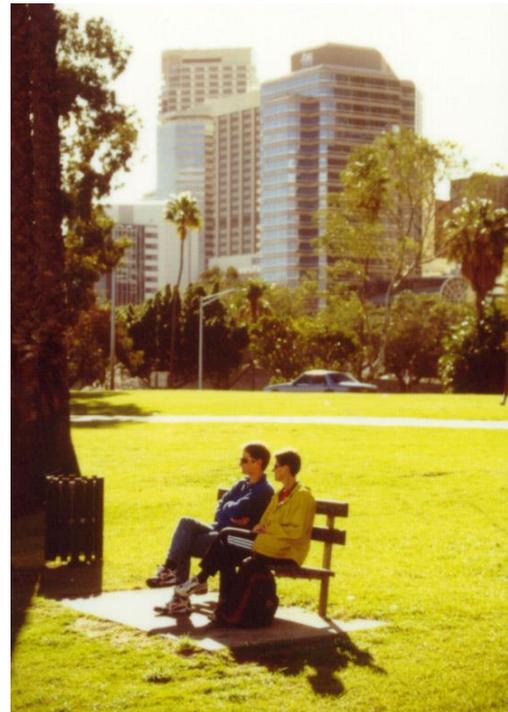
Point Fraser will be developed as a major visitor node on the river foreshore, with a broad range of recreational activities. Buildings and permanent structures at Point Fraser should not, however, dominate the foreshore or restrict public access. Secondary activity nodes on the river foreshore will be located at the termination of Plain Street and Victoria Avenue. At these points as well as other appropriate locations along the foreshore, opportunities will be investigated to improve boat access to the area.

In addition to the actions outlined in the '*Foreshore Action Plan*', all development in the precinct must have regard to matters such as scale, location, materials, colour and design character to promote a cohesive image for the Precinct. Important views are to be protected and proposed structures are to be minimal in scale and number to preserve the parkland character of the foreshore.

Visual enhancement of the Causeway, foreshore and adjacent areas to a standard in keeping with a key entry route to the City will remain a high priority. Changes to the landscape are to be gradual and sensitive to existing landscape features. The ecological value and interest of the Precinct is to be protected and enhanced through the preservation of wetland area. Care must be taken to avoid conflict between wildlife refuge areas and recreational activities. To this end, the use of the river for intensive motor powered leisure craft will be discouraged in favour of manual and wind propelled craft.

### Langley Park

Passive recreational activities that add to or draw from the experience of the river will be given a high priority. Further alienation of open space for roads and other inappropriate activities will not be contemplated. A wide range of leisure and active recreational, sporting and entertainment activities, both on land and water, will be encouraged where they do not conflict with passive recreation, and landscape and environmental requirements. Use of the space for large temporary events may also be permitted.



### Heirisson Island

Heirisson Island will remain a passive recreation area and refuge for wildlife. Reinstatement of wetland areas may be appropriate to encourage species such as the black swan to the area. This may require some restriction of human access to selected areas.

General vehicular access will not be permitted beyond designated parking areas. Access for boats on Heirisson Island will be maintained in selected locations. Improved pedestrian access between the Island and the Perth foreshore is appropriate.

### Perth and Tattersalls Bowling and Recreation Club and W.A. Blind Bowling Club

Use of the parks and recreation reserve for recreational activities will continue, keeping in mind the need for recreational facilities for a growing inner city residential population. Any future redevelopment of the site or variation of recreational use must be mindful of adjacent residential and office uses.

## FUNCTIONAL ROAD HIERARCHY

The local government has adopted a functional road hierarchy for all roads in the Municipality. This hierarchy classifies roads on the basis of their purpose and the destination of the traffic they carry. This will provide a framework for local area traffic management and assist in the assessment of development proposals for adjoining land. A map illustrating the functional road hierarchy is available from the local government.

Traffic impact assessment will be an important consideration for the development of properties taking vehicular access from all city streets and laneways.