

City of Perth
City Planning Scheme
No. 2



Precinct Plans

Precinct Plan No.14

Goderich

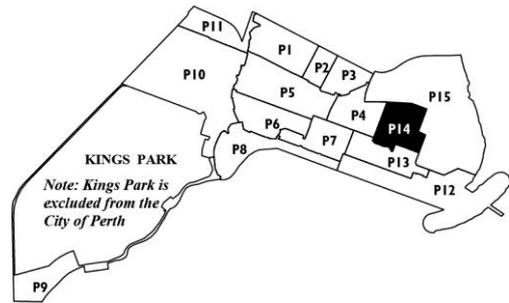


Version #	Decision Reference	Synopsis
1	26 June 2001	Adopted
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3	18 July 2014	Amended
4	17 March 2015	Amended
5	13 December 2016	Amended
6	11 April 2017	Amended



STATEMENT OF INTENT

The Goderich Precinct will be further developed as a residential neighbourhood accommodating a wide range of residential and employment opportunities serviced by activities which support these uses. The presence of Wellington Square and close proximity to the city centre, the Hay Street and Royal Street town centres, and other significant work force concentrations, as well as the recreation and leisure opportunities in the adjacent Langley and East Perth Precincts, will contribute to the attraction of the Precinct as residential area.



The protection and enhancement of the amenity of existing and future residential development in and around the Precinct is important. To ensure its cohesion as a residential area, non-residential activities will be confined to those areas which will not adversely impact on residential uses. Ensuring the compatibility of mixed developments in residential/commercial areas is also necessary and building design will aim to avoid conflict between the two uses. The re-use of existing buildings will be encouraged to provide variety and add interest to the dwelling stock. The town centre on Hay Street will be further consolidated and enhanced as a community focus providing residents, visitors and nearby workers with a range of shopping, commercial and community facilities.

On major streets, buildings will be set on the street boundary. Elsewhere in the Precinct, buildings may be set in attractive landscaped areas. The environment will be further enhanced by improvements to streetscapes and the provision of pocket parks. Wellington Square will be maintained to complement and serve nearby residents, visitors, city workers and the wider community and be developed as the focus of recreational and community activity in the Precinct. Buildings, places and other objects having historical, architectural or other significance will be preserved and maintained.

Wellington Street will be improved with grand street trees which contribute to the landscaped railway corridor along the northern edge of the city centre and the future character of the East Perth Precinct.

A continuous, safe, attractive and clearly identified network of pedestrian paths, spaces and facilities should be provided throughout the Precinct and linked to the city centre. The local government will therefore endeavour to regulate traffic flow in accordance with the functional road hierarchy plan for the Scheme area and require that new development and redevelopment take into consideration pedestrian access and safety, and make provision for cyclists.





Uses

The Use Group Table (refer to Schedule 3 of the Scheme text) lists the preferred, contemplated and prohibited uses within the Goderich Precinct. Any development proposal will only be approved where it complies with the Precinct Plan, the statement of intent for this Precinct and the relevant planning policies.

Additional considerations for determining an appropriate use, as well as development standards for Scheme use areas, are listed below.

CITY LIVING STUDY AND REPORT (1992)

The Perth Inner City Housing Taskforce identified five inner city areas in the City of Perth as having the potential to develop into distinctive residential communities: Goderich, Northbridge, Trafalgar, Kings and Mounts Bay. In recognition of that selection, and the understanding that inner city communities are more likely to concentrate on specific residential neighbourhoods, a high proportion of land within most of the affected precincts is classified as residential or residential/commercial. This classification will encourage an increase in residential dwellings and therefore an increase in the residential population of the precincts. Preservation of residential character and amenity is essential to the revitalisation of these residential areas and it is therefore beneficial to prevent the loss of any further residential housing stock and the conversion of residences to other uses.



This classification will encourage an increase in residential dwellings and therefore an increase in the residential population of the precincts. Preservation of residential character and amenity is essential to the revitalisation of these residential areas and it is therefore beneficial to prevent the loss of any further residential housing stock and the conversion of residences to other uses.

The focus on the city as a place for people to live will see Goderich and the adjoining Adelaide and East Perth Precincts, and areas north and west of the city centre, develop further as inner city communities. Each will have shopping and meeting places, where owners and tenants in a variety of dwelling units will accept commercial neighbours as an advantage.

The Goderich Precinct provides a good illustration of an emerging residential community. It is characterised by an existing residential base, owner occupied single houses, rental flats, recent strata titled townhouses, apartments, an increasing amount of new housing construction and a developing shopping area. Interest, amenity and convenience are provided by proximity to the open spaces of Wellington Square and the river, and easy access to the central retail area. Enabling to more people to live in the Precinct will help to strengthen and consolidate the Hay Street shopping area and facilitate provision of a wider range of community facilities as well as environmental and traffic management and townscape improvements.

GODERICH DESIGN POLICY

This Design Policy encourages diverse residential development an identifiable retail focus on Hay Street and the presence of a wide range of commercial and other uses. The Goderich Policy Area encompasses all of the Goderich Precinct, as shown on the Precinct Plan Map as well as parts of Victoria, East Perth and Adelaide Precincts.

All forms of new development in the Policy Area must comply with the guidelines on built form, building design, impact on the surrounding environment, and access and parking issues. This will define major streets in the area with a continuous built edge and establish the Hay Street town centre as an active public domain. Innovative, high quality building design which respects the existing streetscape will also be encouraged.



The Goderich Design Policy should be consulted prior to applying for development approval for sites within the Policy Area.

RESIDENTIAL AREA

This area will accommodate a wide variety of residential and visitor accommodation. New residential development is to be medium to high density. Other uses which serve the immediate needs of the residents will also be supported.

An increase in residential use is sought by the conversion of non-residential premises and the construction of new residential buildings. Development will be medium rise taking into consideration the prominence of land, in the eastern part of the Precinct, which forms part of an east-west ridge rising to reach its highest point on Cemetery Hill. Along Hill, Bennett, Plain, Wellington and Hay Streets, development will have a nil street setback. Elsewhere, development will be setback from the street. Development will be of a low scale along the street frontage with additional height setback from all lot boundaries. On amalgamated lots street facades will be narrow, in keeping with the existing subdivision and development pattern. Building design will not embody large unbroken elements, but display a variety of built form. Pedestrians should have ease of access throughout the area and design of residential development should take this into consideration; in particular new vehicle cross-overs to the street will be discouraged where alternative access is available.

Variations to the R-Codes, including the density provisions, may be supported where they achieve this character and scale, and where residential amenity is protected and a high standard of development can be achieved. Reductions in on-site parking and open space requirements for residential development will be considered where normal provision is difficult to achieve, or where the local government can be convinced that normal provision is not warranted.

Uses

Appropriate uses for the Residential Scheme Use Area are listed in the Use Group Table. The following additional requirements apply:

Specialised forms of accommodation, as well as nursing homes and consulting rooms, will be subject to the advertising procedure as set down in clause 64 of the Deemed Provisions.

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
- Residential Development
- Parking and Access



In addition, the following standards apply:

- (1) Development shall comply with the Goderich Design Policy.
- (2) Residential Development and Density: Residential development shall generally be in accordance with the R- Codes R160 standards in relation to dwelling density. Variation of the R- Codes, to accommodate heritage requirements or specific site and location circumstances, may be given favourable consideration.

TOWN CENTRE

The town centre on Hay Street shall be consolidated as a node of shopping, commercial and community facilities, serving the needs of residents, visitors and workers in this and the adjoining Precincts.

Generally only shops, showrooms and restaurants will be permitted to front Hay Street, although a range of residential and commercial uses will be permitted on upper levels, or to the rear. Residential and visitor accommodation in this area of the Precinct are encouraged. New development along the shopping 'strip' in Hay Street will have a nil street setback and be of a low scale along the street frontage and incorporate a shop front design with pedestrian weather protection over the footpath. Additional building height will be setback from all lot boundaries. Building heights shall be tailored to provide for adequate levels of sunlight penetration into the street. Development shall also have regard to the existing development and complement historic buildings. In general the pedestrian environment in Hay Street, is to be improved to promote this street as a major pedestrian route.

Parking areas fronting directly onto Hay Street will not be permitted. Vehicular access to rear car parks shall, where possible, be taken from an alternative street or laneway.



Uses

Appropriate uses for the Town Centre Scheme Use Area are listed in the Use Group Table. The following additional requirements apply:

- (a) Development must provide an interactive street frontage to reinforce Hay Street as a vital and active pedestrian environment.
- (b) Where it is considered that a particular use could have a detrimental impact on the amenity of the surrounding area (mainly adjacent residential uses) 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 be in accordance with the general planning policies contained in the City Planning Scheme Policy Manual concerning:

- Development and Design
- Residential Development
- Parking and Access

In addition the following standards apply:

- (1) Development shall comply with the Goderich Design Policy.
- (2) Pedestrian Amenity: Continuous and consistent awnings/verandahs should be provided, where practicable, on buildings fronting Hay Street.



RESIDENTIAL/COMMERCIAL AREAS

Over time these areas will accommodate a greater proportion of residential uses, strengthening the Precinct as a residential neighbourhood. Mixed residential and commercial developments are encouraged in these areas. Mixed use developments proposing the integration of, or close relationship between, work place and residence will be favoured where residential amenity can be maintained.

Building design will focus on residential character. Contemporary, innovative designs will be encouraged, however, development is to be sympathetic to original inner city housing and commercial buildings. The re-use, conversion or extension to existing buildings is strongly encouraged. Along Wellington Street, Hill Street, Bennett Street and Hay Street, as well as Bishops Row, development will have a nil street setback. Elsewhere, development will be setback from the street. Development will be of a low scale along the street frontage with additional building height setback from all lot boundaries.

The protection and enhancement of the amenity of existing and future residential development in and around the Precinct is important. Ensuring the compatibility of commercial and residential uses is therefore necessary and building design will avoid conflict between the two uses. On-site landscaping is to contribute to the attractive and mature planting in streets. Car parks will not visually detract from the public environment or character of the area and preferably will not be visible from streets and public spaces. They should therefore be located underground or at the rear of properties. Separate garages or carports located in the front setback are inappropriate.

Given the proximity of the Precinct to public transport, recreation areas and the city centre, reductions in on-site parking and open space requirements for residential development will be considered where normal provision is difficult to achieve, or where the local government can be convinced that normal provision is not warranted.

Uses

Appropriate uses for Residential/Commercial Scheme Use Areas are listed in the Use Group Table. The following additional requirement applies:

Where it is considered that a particular use could have a detrimental impact on the amenity of the surrounding area (mainly adjacent residential uses) 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 be in accordance with the general planning policies contained in the City Planning Scheme Policy Manual concerning:

- Development and Design

- Residential Development
- Parking and Access

In addition to these the following standards apply:

- (1) Development shall comply with the Goderich Design Policy.
- (2) Conflict between non-residential and residential uses must be minimised. In this regard the local government's policy concerning mixed residential/commercial development should be consulted.
- (3) The local government may consider variation of the standards specified in the Residential Design Codes, to enable a mixed use development to conform with the historic character of the area, particularly with redevelopment on small lots.
- (4) Open Space: Twenty five per cent of the site is to be developed as landscaped open space area, this landscaping requirement may predominantly comprise private open space.
- (5) Car Parking: The provision of car parking is to be approached in a manner that will avoid reduction in the amenity of the public and private environment. Car parking will preferably be located at the rear of buildings or beneath developments.

RESERVES

Some land in this Precinct is reserved under the Metropolitan Region Scheme (MRS) for parks and recreation. Planning authority within Metropolitan Region Scheme reserves is the responsibility of the Western Australian Planning Commission (administered by the Department of Planning). All MRS reserves are shown on the Precinct Plan Map. 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 reserve, as well as having the opportunity to comment on all development, and in this regard the following matters referred to in this Precinct Plan will be taken into account in determining an application relating to a MRS reserve.

Local Park - Goderich Street

The Goderich Street local park will be used, maintained and enhanced primarily as a park for passive recreational purposes for use by local residents, workers and visitors.

The development of any buildings within the park will generally not be permitted unless they are small in bulk and scale and unobtrusive in their setting. Permitted uses will be incidental to the recreational and community purposes. No activity or action will be permitted which destroys the integrity of the recreation area, including all existing landscape elements.



Wellington Square

The Square's historical function as the local government's sports ground should be retained together with an enhanced environment for passive recreation to meet the needs of the Goderich and East Perth Precincts' residential population. In this respect, Wellington Square will be capable of accommodating a wide range of activities. Permitted uses will be incidental to the recreational pursuits of the area.

Development adjacent to the Square must give design and site layout consideration to the public open space setting, including all existing landscape elements. No development, activity or action will be permitted which destroys the integrity of these recreation areas. Car parking areas adjacent to the Square will be appropriately landscaped.

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.