



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

**Precinct Plans**

# **Precinct Plan No.15**

## **East Perth**

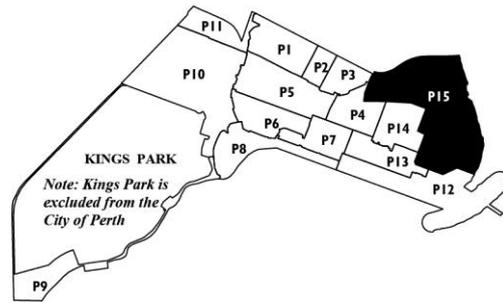


<b>Version #</b>	<b>Decision Reference</b>	<b>Synopsis</b>
1	26 June 2001	Gazetted
2	September 2007	Amended
3	17 March 2015	Amended
4	11 April 2017	Amended



### EAST PERTH PRECINCT

The East Perth Precinct shown on the Precinct Plan Map as the East Perth Precinct comprises two areas as follows: -



- the area which was formerly under the planning control of the Metropolitan Redevelopment Authority (MRA) but which is now under the planning control of the City of Perth, otherwise known as the “Normalised” area. The City of Perth Local Planning Scheme No. 26 (Normalised Redevelopment Areas) details the requirements for development in the Normalised area of the East Perth Precinct; and
- the area of land that remains regulated by the MRA in accordance with the *Metropolitan Redevelopment Authority Act 2011*. In this area, development approvals must be obtained from the MRA. The local government, however, is asked to comment on development applications, administer building, health and related controls and at times is involved in other major works including transport related matters.

The broad objectives for Precinct 15 will assist with the future development of the area, and includes the areas managed by the two separate regulatory bodies. It is aimed to facilitate a highly integrated living environment, incorporating shopping, civic, health, commercial, educational, entertainment, recreational and cultural facilities and therefore provide the basis for a diversified employment base.

### STATEMENT OF INTENT

The East Perth Precinct will continue to be an attractive and compact riverside residential neighbourhood with significant opportunities for employment and commercial activity. A highly integrated living environment supported by a wide range of retail, entertainment, recreational and community uses, as well as a strong employment base in the form of office, educational and commercial activities, is envisaged. The Precinct will be focused on Claisebrook Inlet and provide a distinct shopping and community centre.



The western parts of the Precinct will continue to be largely used for government, education, commercial and research and development activities, whilst the eastern part will have a larger concentration of residential and support facilities. A wide range of dwelling types at medium to high densities, so as to accommodate a variety of life styles, will be provided.

The layout, design and treatment of streets, other public spaces and private developments will result in a legible and stimulating environment respectful of its location alongside the Swan River. Built form throughout the Precinct will comprise a variety of architectural styles, to add interest and ensure a distinctive image. Development will respect the scale of the street and that of surrounding buildings, being generally low to medium rise. Such an approach will also be followed in the design of the landscape and treatment of public spaces. Interest will be heightened by the provision of an



exciting urban environment with the inclusion of a range of urban elements such as squares, landmark buildings and parks, as well as the promotion of complementary building design and the use of decorative art. Buildings, places and other objects having historical, architectural or other significance will be preserved and maintained.

A high priority will be given to walking and cycling within and through the Precinct. Major pedestrian routes are to be attractive, direct, safe and linked to adjacent precincts. This will be facilitated through the provision of high quality pedestrian and cyclist facilities and well defined and lit pedestrian/cyclist routes with a minimum number of crossovers along the routes. Continuous and unrestricted pedestrian and cycle access along the river foreshore, Claisebrook Inlet and to Burswood Peninsula will be provided. Having regard to the location of this Precinct and the desire to strongly encourage walking, cycling and the use of public transport, limitations are to be placed on all day parking in accordance with the overall parking objectives for the city. Good pedestrian and vehicular access should be provided to the regional transport network.

### ENVIRONMENTAL NOTE

In the past the East Perth area has been used for many purposes including industry, warehousing and the operation of government utilities. A large portion of the land is or was owned by the State government. The *Outline Development Plan (1990)* for the East Perth project, prepared by the State government, discussed the land use and environmental constraints applying to the area. During the years of industrial use the environment was degraded. Tests have been carried out on subsoil and ground water to determine the extent of contamination and the remedial treatment required prior to redevelopment. All enquiries regarding remedial treatments should be directed to the MRA.

