

A horizontal banner image showing the Perth city skyline with various skyscrapers and buildings against a blue sky.

City of Perth
City Planning Scheme
No. 2

Precinct Plans

Precinct Plan No.9

Matilda Bay

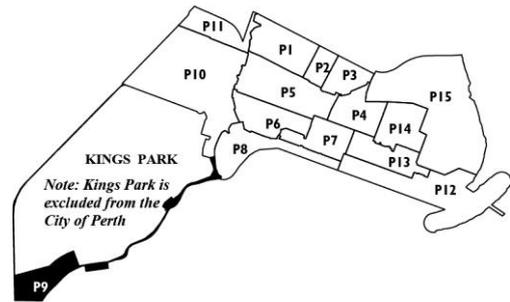


Version #	Decision Reference	Synopsis
1	26 June 2001	Gazetted
2	February 2005	Amended
3	17 March 2015	Amended
4	11 April 2017	Amended



STATEMENT OF INTENT

The Matilda Bay Precinct will continue to accommodate a variety of land uses located within defined areas. The existing uses: The University of Western Australia (UWA); associated university housing; the prime inner city residential area of Crawley; the former Swan Brewery; and the river foreshore area; are envisaged as remaining.



The relationship of these areas with the river, Kings Park and the city centre is the principal element of the Precinct. Together they form one of the more prominent and picturesque features of the city, open to view across the river from many vantage points and providing one of the most attractive entrances to the city centre. Future development will protect these features, with particular care taken to ensure that no environmental damage is caused to Kings Park or the river foreshore. In addition, the fine established character of the existing built areas of the Precinct will be maintained.

Accessibility to the river and to Kings Park will remain unrestricted and will not be impeded by new development or vehicular traffic. Vehicular access to Mounts Bay Road shall be limited in the interest of traffic safety. Where possible, access shall be taken from an alternative street or laneway, where residential amenity will not be unduly affected.

Public places within the Precinct including streets and parklands will be enhanced and maintained so that they contribute to its pleasant and attractive environment. The local government will regulate traffic flow in accordance with the functional road hierarchy for the Scheme area and safe accessible movement for people on foot, bicycle, using public transport and private vehicles will be an important aim for the Precinct.

RESIDENTIAL AREA

In the Crawley Residential Area, the development of spacious, high quality dwellings appropriate to the area is encouraged. Multiple units, set within spacious, planted gardens will continue to be the predominant form of housing, although all forms of housing are permitted.



To ensure its cohesion as a residential area, non-residential activities will be confined to those which serve the immediate needs of the local inhabitants. The combining of residential development with a non-residential activity such as a local shop or child care facility is appropriate. New development must complement existing structures, the escarpment, Kings Park and the river foreshore, by way of design, materials used and landscaped setting. All uses are to be adequately catered for by covered on-site parking, in addition to visitor parking bays. Development shall be in accordance with the Residential Design Codes, although variations, with the exception of density, consistent with existing development, and to facilitate the height restrictions, will apply.

The height of buildings in the area is restricted in order to limit the impact of development on Kings Park, the escarpment, the Mounts Bay Road frontage and the river foreshore.



Sites adjoining Kings Park will be designed to minimise any adverse effects on the parkland. In that regard, building setbacks from the common boundary, landscaping and fencing, building height, and design and treatment of the building face will be given detailed consideration. In addition, buildings will be designed and sited to minimise adverse impacts on views to and from Kings Park.

The effect of traffic on dwellings fronting busy roads will be minimised through appropriate design measures.

Uses

Specialised forms of residential accommodation, such as serviced apartments, lodging houses and hostels, 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.

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.*

Those parts of the Matilda Bay Precinct which are subject to the Scheme are located in the Residential Scheme Use Area. As such, appropriate uses in this Precinct are those which do not conflict with the description of the area (refer Schedule 1 of the Scheme text), and do not prejudice the statement of intent for this Precinct.

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



Development Standards

Development will generally be in accordance with the R-Codes and with planning policies contained in the City Planning Scheme Policy Manual concerning:

- Residential Development
- Development and Design
- Parking and Access

In addition, the following standards apply:

- (1) R-Code Variations: Notwithstanding the provisions of the R-Codes:
 - (a) each dwelling will be provided with two covered car parking spaces and an additional car parking space for visitor parking (the car parking space for visitor parking may be included in the calculation of the landscaped area); and
 - (b) the setback distance from all boundaries other than the street boundaries at each storey of a building shall be that prescribed with respect to the top storey of the building.
- (2) All residential development, accommodating more than two units is to ensure that two of the required visitor car parking bays are to be designed and constructed so as to be capable of accommodating the on-site parking, loading and unloading of furniture vans or other service vehicles.



RESERVES

The reserved land within the Precinct is classified under the Metropolitan Region Scheme (MRS) for public purposes or for parks and recreation and as such, falls within the planning authority of the Western Australian Planning Commission. The local government nevertheless has the opportunity to comment on all development. The matters referred to in this Precinct Plan will be taken into account in determining an application relating to a MRS reserve.

The MRS reserves are shown on the Precinct Plan map.

Foreshore Parkland and Recreation Area

This area shall remain as a premier recreation location. Its use and character must respect its prominent location and its visibility from many regional approach roads and vantage points throughout the City.

The main priority will be to ensure public access to the foreshore area in a continuous line along the river edge. To this end the development of further private boat and club facilities which may restrict access is not supported. Only minor extensions to existing facilities, of a scale and character consistent with the existing buildings, will be supported. Existing car parking areas should be upgraded with improved landscaping treatments but they must not be expanded.

No activity or action will be permitted that destroys the foreshore recreation area, or segregates any portion from the foreshore reserves that line the river. No major landscape element will be permitted to be removed or destroyed, including mature trees.



University- Residential Colleges

This area should be consolidated as an area for student accommodation and ancillary uses. The protection of buildings in this area of heritage worth must be a priority.

Ancillary uses such as conference/accommodation facilities, recreational facilities, local shops and restaurants would be appropriate. Any new development and uses must be compatible with the nearby residential area of Crawley, and with Kings Park. In any event this area shall primarily remain a residential area.



Development should not exceed 10 metres in height and should be of a style and character consistent with other buildings in the area and the Precinct as a whole. High quality development relating to the design and setting of existing buildings is required. Landscaping to surround and blend new and existing development is of extreme importance.

On site car parking facilities should be provided for all new development, to ensure vehicles are not forced into nearby Crawley Residential Area or Kings Park. The number of bays to be provided may, however, be limited to encourage students to walk to university and use public transport.

Where practicable, vehicle access will not be taken from Mounts Bay Road.

The University

Only part of the UWA campus falls within the City of Perth. Development in this area should consider the campus in its entirety.

Further development shall be for the extension of existing educational facilities although the development of small scale ancillary uses such as local shops and restaurants to serve the existing campus population is justified.

The UWA campus is highly regarded for its setting as well as for its architecture and gardens. A high standard of building design appropriate to the regional significance of the site will continue to be encouraged. An important aspect of the university campus is the clock tower which should not be exceeded in height, nor obstructed from view. Generally development should not exceed 10 metres in height, should be consistent with the character and style of existing buildings, and should be set in high quality, permanently landscaped surrounds. A large setback area shall be provided between new buildings and the street, and adequate car parking must be provided in a well-planted environment, to cater for the likely increase in student numbers generated by new development. The number of bays to be provided, however, may be reduced in recognition of, and to encourage, students using public transport.



University buildings of heritage worth should not be demolished nor damaged and new development adjoining such buildings must be complementary in scale, character and style.

Old Swan Brewery Site

The former Swan Brewery is a very prominent, public site and shall remain as an area of significance to not only local people but to the whole State. The preservation, restoration/redevelopment and reuse of existing buildings in the area is appropriate. Works should respect the heritage importance of the site and be sympathetic to the environmental quality and functions of Kings Park and the adjoining foreshore. Any further construction should be complementary to the existing structures, in terms of scale, character and use.



No construction and/or activity shall prevent public access along the foreshore area. Appropriate uses for the site include residential uses, entertainment and recreational facilities, exhibition facilities, and ancillary to these primary uses, shops and offices. Pedestrian linkages between all of these areas are of particular importance.

Traffic safety is a major concern and as such vehicular access to the site shall be restricted to a minimal number of locations and these entry and exit points shall not create an undue hazard for traffic using Mounts Bay Road.

Development Standards

Any future development within the MRS Reserves should be designed in accordance with general planning policies contained in the City Planning Scheme Policy Manual concerning:

- Development and Design
- Parking and Access
- Residential Development.

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 the 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 safety is of major concern and as such vehicular access from Mounts Bay Road shall be restricted to a minimal number of locations and these points shall not create undue hazard for traffic using Mounts Bay Road. Where possible and where residential amenity is unlikely to be unduly affected, vehicular access shall be taken from an alternative street or laneway.