

## PLANNING POLICY 2.15

### PRECINCT 15: CLAISEBROOK ROAD NORTH

#### Description

The geographical extent of the Precinct is shown on the Scheme Map. The area is currently almost fully developed, with a mixture of building ages and styles, and a corresponding variety of uses including residential, commercial, and light and general industrial activities. The southern boundary of the Precinct is defined by the reservation for the City Northern Bypass, while Lord Street and Summers Street to the west and north respectively also form part of the overall boundary of the East Perth Redevelopment Area.

#### Intended Future of the Precinct

The Authority intends that the Precinct should continue to provide a location for commercial and light industrial activities providing services to the businesses and residents of the inner city, as well as ongoing and potentially increased residential use.

The Authority will consider opportunities for the improvement of the public domain in the Precinct, for example the central local open space in Gladstone Street, and will encourage the improved presentation and maintenance of privately owned properties when considering development proposals.

Places identified as being of local heritage significance will be included on the Scheme's Heritage Inventory, and afforded the protection of the relevant Scheme provisions.

Given that the area is physically segregated from other precincts, the Authority would support the development within the Precinct of centrally located facilities such as local shops and other services, probably on Claisebrook Road, which would give the area its own local, 'neighbourhood' focus.

#### Development Pattern

The Indicative Plan for Precinct 15 shows the location and pattern of development envisaged by the Authority. In this Precinct the Plan largely reflects the existing pattern of development. It has been prepared for guidance only, and is not a rigid master plan.

#### Land Uses and Development Form

Clause 5.18 of the Scheme Text identifies development standards and the following preferred uses for the Precinct :

- Commercial
- Service and Light Industry
- Retail
- Residential

#### Contemplated Uses:

- Community Uses
- Recreation Uses

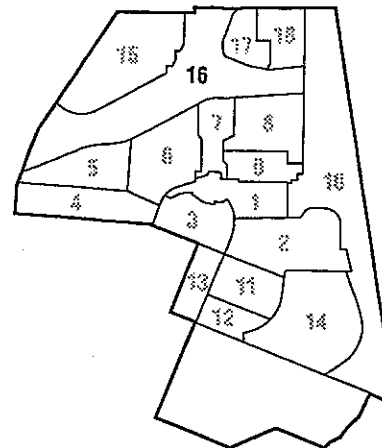
The Authority will, in accordance with its Policy on Industrial Uses (Policy 1.15) not support proposals for the establishment of new general industrial uses, and will seek to encourage the progressive removal of such activities from the Precinct, especially where it is apparent that they have a negative impact upon the amenity of other uses.



The scale of development should be relatively modest, with 1 to 3 storey buildings being the norm. A maximum plot ratio of 1:1 will apply. The plot ratio may be increased to a maximum of 1.5:1 provided that in any development having a plot ratio in excess of 1:1, not less than 50% of the excess relevant floor area shall be dedicated to residential use.

Given the narrow nature of some streets within the Precinct, and the potential impact of shortfalls in on-site parking, the Authority will generally require developments to comply with Scheme parking standards, and may apply the "Maximum" rather than the "Minimum" standards where it is considered necessary to protect the amenity of the area.





## PLANNING POLICY 2.16

### PRECINCT 16: TRANSPORT CORRIDOR

#### Description

The geographical extent of the Precinct is shown on the Scheme Map. The area includes land currently occupied by railway related activities, including the Claisebrook Electric Railcar Depot, passenger rail lines, and tracks and parking areas south of the Summers Street alignment associated with the existing Westrail terminal at West Parade. The remainder of the Precinct is defined by the formal reservation of land for the City Northern Bypass project.

#### Intended Future of the Precinct

There is some prospect in the longer term that some existing railway lands will be available for alternative uses, however the major land uses within this Precinct will continue to be transport-related activity and structures, including rail related uses and the Bypass and associated works.

#### Development Pattern

The Indicative Plan for Precinct 16 shows the location and pattern of development envisaged by the Authority. In this Precinct the Plan largely reflects the existing pattern of development and the currently proposed Bypass configuration. The Indicative Plan has been prepared for guidance only, and is not a rigid master plan.

#### Land Uses and Development Form

Clause 5.19 of the Scheme Text identifies development standards and the following preferred and contemplated uses for the Precinct:

##### Preferred Uses:

- Commercial
- Service and Light Industry
- Recreation Uses

##### Contemplated Uses:

- Community Uses

Although transport activity is likely to be the dominant use in this Precinct, other uses have been included here to reflect the possibility that some land currently used for rail-related purposes may eventually become available for other uses. Should other uses be proposed, appropriate noise attenuation measures should be incorporated into the developments.

