



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

**Precinct Plans**

# **Precinct Plan No.3**

## **Stirling**

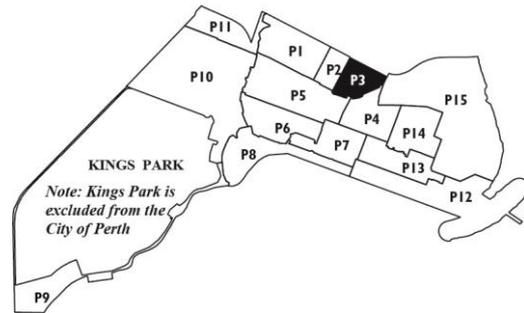


<b>Version #</b>	<b>Decision Reference</b>	<b>Synopsis</b>
1	26 June 2001	Gazetted
2	26 February 2013	Amended
3	18 July 2014	Amended
4	17 March 2015	Amended
5	13 December 2016	Amended
6	11 April 2017	Amended



### STATEMENT OF INTENT

The Stirling Precinct will develop as an office, mixed commercial and residential area taking advantage of good access to public transport and close proximity to retail and entertainment areas. The section of the Precinct between Beaufort and Stirling Streets will consolidate as a secondary office area for the city centre, with residential uses and visitor accommodation also encouraged throughout the precinct. Offices and commercial uses such as showrooms, shops and educational activities, which add life and interest to the street, are appropriate along Stirling Street. Restaurants (including cafes), specialised retail and service activities, along with residential uses at upper levels are encouraged to locate along Beaufort Street. East of Stirling Street new commercial and service industrial uses are appropriate provided they are developed in a manner that is compatible with nearby office and residential uses.



Development will have a nil street setback and be of a low scale along the street frontage with any additional building height being setback from all lot boundaries. The overall height of buildings will decrease towards Newcastle Street to reflect the existing scale of development on the northern side of Newcastle Street.

New development will incorporate attractive facades, with open areas such as car parks and servicing areas located behind buildings. In addition, the development of verandahs and awnings over footpaths is strongly encouraged to provide weather protection for pedestrians. Showrooms and warehouses are not encouraged unless they are designed to incorporate interactive street frontages and the architectural detailing contributes positively to the streetscape. Development along the railway will present an attractive aspect to the line recognising it as a major entry route to the city. Beaufort Street will be further developed as a grand tree-lined promenade whilst the width of the carriageway in Stirling Street should be reduced giving opportunities for extensive environmental improvements.

A continuous, safe, attractive and clearly identified network of pedestrian paths, public spaces and facilities will be provided throughout the Precinct. High quality pedestrian links will be maintained to McIver Station and across the railway line to adjacent precincts, particularly the Victoria and Citiplace Precincts. The pedestrian environment on Beaufort, Stirling and Pier Streets should be enhanced, with shade trees, active frontages to buildings, seating in appropriate locations and attractive paving, reinforcing their role as important pedestrian routes. Crossovers to new car parks in Beaufort, Stirling and Pier Streets will be minimised and combined with existing ones where possible. The local government will endeavour to regulate traffic flow in accordance with the functional road hierarchy for the Scheme area and require that development take into consideration pedestrian access, safety and make provision for cyclists.

### Uses

The Stirling Precinct is located inside the City Centre 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 Precinct. Any development proposal will only be approved where it complies with the Precinct Plan and the relevant planning policies.



Additional considerations for determining an appropriate use are listed below.

- (a) Mixed commercial and service industry, comprising a range of activities such as showrooms, wholesale/warehouse operations, light manufacturing, depots and repair premises may be appropriate, provided the use is not incompatible with the location and other uses, because of environmental factors or excessive intensity.
- (b) Along Beaufort Street, restaurants (including cafes), specialised retail and service activity and residential uses at upper levels will be supported.
- (c) Dining and alfresco dining will be supported in locations where it does not prejudice the amenity of surrounding land uses.
- (d) Vacant sites must be avoided where possible. Where they occur they should be occupied by temporary uses and/or landscaped and used as parks until the approved development for the site commences in accordance with the local government's requirements. The use of vacant sites for car parking is inappropriate.
- (e) Where the local government considers 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 the City Planning Scheme Policy Manual under the section 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:

- Residential Development
- Development and Design
- Parking and Access



### RESERVES AND RESOLUTION AREAS

Some of the land in the Precinct is reserved under the Metropolitan Region Scheme (MRS) for controlled access highway and railways, and as such falls within the planning authority of the Western Australian Planning Commission (administered by the Department of Planning).

The local government nevertheless has management responsibilities for some of these areas, as well as having an opportunity to comment on development. The matters referred to in this Precinct Plan will be taken into account in determining an application relating to any of the above land.

### **Railway Reserve**

Safe and convenient pedestrian access to McIver Station should be maintained. Adequate signposting indicating access across the railway area should also be provided, strengthening the links between this Precinct and the Citiplace and Victoria Precincts. The railway reserve should be landscaped with as much planting as possible, thereby forming part of the green corridor through the City. Any buildings in this area should be set in landscaped grounds.

### **Public Purpose – Special Uses**

Any redevelopment of the reserved land (currently accommodating the Perth Children’s Court) should reflect the desired intensity and form of surrounding development.