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PLANNING AND DEVELOPMENT ACT 2005

TOWN OF VICTORIA PARK

**APPROVED LOCAL PLANNING
SCHEME AMENDMENT
TOWN PLANNING SCHEME No. 1
AMENDMENT No. 44**

PLANNING AND DEVELOPMENT ACT 2005
APPROVED LOCAL PLANNING SCHEME AMENDMENT
Town of Victoria Park

Town Planning Scheme No. 1—Amendment No. 44

Ref: 853/2/32/2 Pt 44

It is hereby notified for public information, in accordance with section 87 of the Planning and Development Act 2005 that the Minister for Planning approved the Town of Victoria Park local planning scheme amendment on 14 July 2009 for the purpose of:

Modifying Precinct Plan P3 Causeway Precinct by—

1. Amending the Precinct boundaries and provisions between Precinct P1 and Precinct P3, such that the parkland reserves and the railways reserve south of Great Eastern Highway are excluded from Precinct P1—Burswood Peninsula Precinct and included within Precinct P3—Causeway Precinct. Adding to the legend of Precinct Plan P3 under Metropolitan Region Scheme Reserves, the notation of “Parks and Recreation”, and a new heading Town of Victoria Park Scheme Reserves with the notation of “Parks and Recreation”.
2. Rezoning all of the land zoned “Commercial” to “Office/ Residential”.
3. Deleting all of the notes on the map, with the exception of the notes listing the names of the adjacent Precincts.
4. Deleting the text from the Statement of Intent, and replacing it with the following—

The Causeway Precinct presents a rare opportunity to achieve a sustainable mixed use urban environment with its own distinctive identity on the city doorstep. Providing significant employment and housing, the Precinct offers opportunities for people to live and work locally, with many services and facilities within easy walk. Workplaces, local retail and the Albany Highway shopping strip, two train stations and the Bus Port, the river and parks and Burswood Peninsula leisure activities are all close by.

Reinforcing the State Network City policy, this Precinct will become a major activity node providing homes for 2,300 people integrated with an intensive commercial centre of some 87,000m² floor space and 3,300 jobs within a high amenity setting. The centre will be of sufficient scale to become a sought after business destination in its own right. It will operate as part of the Perth inner metropolitan employment hub expanding the range of economic activity in the Town, particularly in professional and skilled employment areas.

Links will be developed with the proposed commercial activity around Burswood train station. Together these commercial areas will provide an equivalent of about half the commercial floor space of West Perth, making Burswood a regionally significant business and employment centre.

High quality apartments, many with river and city views, will overlook upgraded public open spaces that will be safer and more pleasant for all users. Building height, siting and design will be controlled to ensure it is a ‘good neighbour’ to adjacent residential development, accommodates view sharing from the ridge and presents an attractive address to the Town. A limited number of tall buildings up to 18 storeys are proposed to take advantage of the assets of this location whilst signifying arrival at a major mixed use centre.

Some 1,000 to 1,400m² of retail floor space will cater for local needs of the increased population, consistent with the State policy for local retail facilities. The Victoria Park shopping area will directly benefit from added demand, further boosting local employment and activity.

Traffic lights will be installed at the junction of Burswood Road and Victoria Park Drive at Great Eastern Highway to link the Peninsula to the wider Town and strengthen connections between the business centres. A roundabout at the intersection of Teddington and Burswood Roads will improve traffic flow and safety and denote the hub of the local retail area. The existing street network can accommodate the additional traffic with some increase in waiting time at traffic lights and some local works. Impact on neighbouring residential streets is predicted to be minimal.

5. Deleting the text and heading relating to the Commercial zone and the text relating to the Office/Residential zone and adding the following text—

The source for the provisions which apply to this Precinct is the Causeway Precinct Review Final Report (Modified) dated March 2009, which includes an “Approved Concept” for the Precinct.

The framework for achieving the Approved Concept is set out below—

1. Develop a commercial core at the south western end of the Precinct of sufficient scale to be an attractive destination in its own right as a business centre.
2. Attract high density residential development overlooking the parklands to share this asset and location, provide city and river views and improve activity and safety in the parks.
3. Be ‘good neighbours’ and keep building heights low next to the existing residential area in the Victoria Park Precinct.

4. Provide active frontages with commercial uses at street level and set back upper floors to keep a comfortable pedestrian scale at street level.
5. Create a focus of activity at the key intersection of Burswood and Teddington Roads, with local retail and cafes clustered here.
6. Upgrade parks to improve safety, facilities and access and to support increased use by the community.
7. Improve pedestrian connections to river, parklands, Bus Port, rail stations and the Albany Highway shopping strip.
8. Improve amenity and appearance of key public streets and lanes through streetscape works and undergrounding of power lines to demonstrate commitment of the Town to facilitating this vision.
9. Create a strong link to the adjacent Burswood Peninsula Precinct with traffic lights at the junction of Burswood Road, Great Eastern Highway and Victoria Park Drive for improved access and legibility. Allow for a future transit system linking both Precincts with the central Perth area.

USE OF LAND

As indicated in the Zoning Table in the Scheme Text and outlined below for an Office/Residential zone.

USE CLASS	Office/Residential
Consulting Rooms, Day Care Centre	P
Convenience Store, Service Station	X
Educational Establishment, Place of Worship	AA
Fast Food Outlet, Restaurant	AA
General Industry, Transport Depot	X
Hazardous Industry, Noxious Industry	X
Home Occupation	P
Home Office	P
Hospital, Nursing Home, Residential Building	AA
Hotel, Motel, Tavern	AA
Light Industry	X
Lodging House, Serviced Apartment	P
Massage Rooms	X
Motor Vehicles and Marine Sales Premises, Open Air Sales and Display	X
Nightclub	X
Office	P
Restricted Premises	X
Shop	AA*
Showroom	AA
Single Bedroom Dwelling	P
Single House, Grouped Dwelling, Aged or Dependent Persons' Dwelling, Multiple Dwelling	P
Warehouse	X

* Shop uses should primarily be limited to "Area 8—Retail Hub Overlay" with the total shop floor space within the Precinct being limited to 1400m².

The symbols used in the cross reference in the Zoning Table have the following meanings—

"P" (Permitted Use): means that the use is permitted by the Scheme.

"AA" (Discretionary Use): means that the use is not permitted unless the Council has granted planning approval.

"X" (Prohibited Use): means a use that is not permitted by the Scheme.

Note: If the use of the land for a particular purpose is not specifically mentioned in the Zoning Table and cannot be determined as falling within the interpretation of one of the Use Class categories Council may consider it an unlisted use (ie discretionary) use requiring that the advertising procedures referred to in clause 37 of the Scheme Text be followed.

Where it is considered that a particular use could have a detrimental impact on the amenity if the surrounding area (mainly adjacent residential uses) it will be subject to the advertising procedure referred to in the Scheme Text. Policy to this effect is contained in the Town Planning Scheme Policy Manual under the section General Planning Procedures.

DEVELOPMENT STANDARDS

Development standards shall be in accordance with relevant planning policies contained in the Town Planning Scheme Policy Manual under the section, Development Standards for Causeway Precinct.

Modifying Precinct Plan P1 Burswood Peninsula Precinct by amending the Precinct boundaries and provisions between Precinct P1 and Precinct P3, such that the parkland reserves and railways reserve south of Great Eastern Highway are excluded from Precinct P1—Burswood Peninsula Precinct and included within Precinct P3—Causeway Precinct. Deleting from the legend of Precinct Plan P1 the heading Town of Victoria Park Scheme Reserves and the notation following of “Parks and Recreation”.

Modifying the Town Planning Scheme Policy Manual by adding a new policy, Policy 4.14 Development Standards for Causeway Precinct, with the text to read—

4.14 DEVELOPMENT STANDARDS FOR CAUSEWAY PRECINCT**4.14.1: GENERAL DEVELOPMENT PROVISIONS****(a) Laneways (Rights of Way)**

The rationale for laneways within the Precinct to be widened to 7m is to provide acceptable standards in terms of function and amenity.

Provisions will require—

- land to be ceded free of cost for widening of laneways to achieve a minimum width of 7.0m.— in these cases the area ceded for the widening will be included in the calculations for plot ratio, open space and density; and
- lots with legal access to a laneway are required to have their only means of vehicular access from the laneway and not a street.

(b) Parking

The parking provisions within the Town Planning Scheme No.1 will apply with the exception that parking requirements for residential apartments (multiple and grouped dwellings) will be reduced consistent with Council’s past practice for development within the Causeway Precinct.

Provisions will allow—

Parking for multiple and grouped dwellings to be provided at the rate of a minimum of 1.5 bays per dwelling.

Visitor parking to be provided as per R Codes. Some discretion will be considered to permit reductions in parking requirements for visitor parking for residential uses, where there is reciprocal parking available on site with non-residential uses. In addition some discretion will be considered where the small size of the sites or site characteristics, makes the separation of parking and/or pedestrian separation for residential and commercial activities unviable within basement areas.

Only one bay within a tandem parking configuration shall be credited for non-residential car bays.

(c) Balcony Size

The provisions of the R Codes currently require balconies for multiple dwellings (apartments) in a mixed use development (i.e. where there is residential and commercial development within the same building) to be only 4m² with a minimum depth of 1.5 metres. While the R Codes consider this to be a functional area for the enjoyment of residents, there is concern that this does not provide adequate amenity for residents.

Provisions will require—

A minimum 10m² balcony with a minimum dimension of 2.0 metres for dwellings in a mixed use development, or ground floor private open space of a minimum area of 16m² and minimum dimension of 4m.

(d) Calculation of Plot Ratio

The R Codes do not encourage large balconies in circumstances where the balconies are enclosed on more than two sides, as they are then included in the maximum allowable plot ratio for a building.

Under the Town Planning Scheme and R Codes, residential car parking above ground level is calculated as plot ratio floor area, yet commercial car parking above ground level is not. Given that the majority of car parking will be located at or above ground level, this will penalise residential development.

A provision is required that all car parking areas (whether at, below or above ground level) be not calculated as plot ratio floor area. It should be noted that building setbacks and height controls will still control the building form.

Provisions will require—

- Balconies not to be included in the calculation of plot ratio where they provide a high level of amenity for users and maintain a visually open character.
- Car parking areas will not be included in the calculation of plot ratio floor area.

(e) Provision of Communal Open Space

The provisions of the R Codes currently do not require communal open space (common space set aside for the recreational use of residents) for residential dwellings in mixed use development (i.e. where there is residential and commercial development within the same building). This provides for reduced amenity for residents within these types of developments.

Open Space equivalent to the R-Codes requirement for Communal Open Space for Multiple Dwellings to be provided for any one development/building exceeding 20 dwelling units at a rate of 16m² per unit with a minimum of 8m² to be provided in a useable/functional space for the active and or passive use of residents, while the remainder of this open space requirement may be provided in the form of additional private open space for individual dwellings in excess of the minimum required balcony or private open space areas and dimensions.

For any one development/building of less than 20 dwelling units, a minimum area equivalent to 8m² communal open space to be provided per dwelling unit, all or portion of which may be provided in the form of additional private open space for individual dwellings in excess of the minimum required balcony or private open space areas and dimensions.

(f) Affordable Housing and Single Bedroom dwellings

Provision for affordable housing will require—

Where developments include more than 20 residential dwellings, a minimum of 10% of all dwellings within the development are required to have a floor area less than 85m².

Where a developer/proponent proposes affordable housing provision (for example via the inclusion of shared equity units) within their development Council will negotiate development incentives. These incentives could include reduced parking requirements.

Single bedroom dwellings are to provide limited accommodation suitable for one or two persons. The R Codes therefore limit the size of these dwellings to a maximum plot ratio floor area of 60m². This is considered to provide fairly minimum standard accommodation and as such some additional flexibility is considered appropriate.

Provision for Single Bedroom Dwellings will allow—

The R Codes density bonus for single bedroom dwellings to be relaxed to permit dwellings up to a maximum plot ratio floor area of 70 m².

(g) Pedestrian and Cyclist Access

Specific provisions for pedestrians and cyclists will require—

Bicycle end of trip facilities are to be provided in all new developments above three storeys in height which incorporate commercial floor space.

Bicycle parking facilities are to be provided in all new developments.

4.14.2: DEVELOPMENT PROVISIONS FOR DESIGNATED AREAS

A series of designated Areas have been identified within the Causeway Precinct and are illustrated in Figure A 2.1. These Areas have been defined in relation to their future land use and built form characteristics. They are—

- Area 1. Public Open Space
- Area 2. Asquith Street Mixed Use
- Area 3. Parkside Residential
- Area 4. Parkside Terrace
- Area 5. Elevated Mixed Use
- Area 6. Low Rise Mixed Use
- Area 7. Commercial Core
- Area 8. Retail Hub Overlay
- Area 9. Shepperton Streetscape Overlay

The following pages set out development provisions for each of these Areas. They build upon the Precinct Development Principles set out within Section 2.6 of the Causeway Precinct Review Final Report (Modified) March 2009. The Principles are an important component of the approach to design and built form outcomes and reference should be made to them for a better appreciation of the intent.

Some design matters are covered by way of the existing Town Planning Scheme No. 1 and do not need to be repeated throughout the Designated Area development provisions. Key aspects include—

- Application of the Town of Victoria Park “Design Guidelines for Buildings Above 3 Storeys” to improve design quality
- A performance based approach to variations in setback requirements and other design related matters
- A requirement to appropriately treat the blank side boundary walls of new developments until adjacent development occurs.

(a) AREA 1 PUBLIC OPEN SPACE

- (i) Desired future character—** *This area provides a high quality landscape setting for the Precinct and incorporates GO Edwards Park and Charles Paterson Park. The parks will be significantly upgraded to improve safety and security and increase patronage, particularly of GO Edwards Park. Pedestrian and cycle paths will be better linked to surrounding parks, the river and the local neighbourhood and better visual*

connections provided to the parks from key points. Lighting and recreation facilities will be improved. These parklands act as an attractive visual green entry statement to the Town and adjacent Swan River.

- (ii) **Land use—** Public open space of G.O Edwards Park and Charles Paterson Park used as passive and active parklands.
- (iii) **Proposed improvement—** G.O Edwards Park: upgrade to enhance safety and security, improve amenity, facilities and local access, establish stronger linkages to park and across to river, provide additional car parking, encourage more active uses and increase patronage. Reduce visual dominance of public toilets while retaining adequate surveillance for safety.
Charles Paterson Park: opportunity to move from a visual landscape setting to a more active park with facilities for users and extend upgrade into adjacent open space abutting Asquith Street.
- (iv) **Safety through visibility—** Existing planting screens rear of buildings from parkland and Highway view and blocks views into parkland from buildings, even from potential upper levels. Requires a change in role and type of planting to achieve an outlook from buildings into the parkland. This will enable casual surveillance of majority of parkland from occupied buildings and the perimeter roads and lane/mini-street, significantly increasing safety and security for users. Provide additional lighting along pedestrian and cycle routes and at designated activity nodes.
- (v) **Access and parking—** Ultimately the majority of parkland will be flanked by building frontage and roads/upgraded lane for better access and surveillance. Car parking formalised to cater for demand and resolve informal arrangements. Pedestrian/cycle paths to service these parks and link to existing networks and through to Burswood Rd. Scope to provide pedestrian crossing phase at signalised intersections to improve access across Great Eastern Highway to river and parks.

(b) AREA 2 ASQUITH STREET MIXED USE

See also Area 9 Shepperton Streetscape Overlay

- (i) **Desired future character—** *This area plays a gateway role with its high visibility from key roads at the entry to the Town and its situation beside Charles Paterson Park and Shepperton Road. Either commercial and/or residential use is appropriate. There is provision for up to 2 buildings of a maximum 18 storeys with a 3 storey podium and ground floor commercial activity is required to all street frontages. A contemporary built form is sought with generous balconies where apartments are provided.*
- (ii) **Land use—** Residential and/or office/commercial, with a commercial component required to all streets at ground level.
- (iii) **Density—** R160
- (iv) **Plot ratio—** 3
- (v) **Building height and form—** Potential location for one tower on No. 50-54 (Lot 906) Burswood Road and one tower on No. 10-12 (Lot 100) Asquith Street. Maximum 18 storeys (max 67.5 m), stepping down to minimum 2 storeys (min 7.5 m) and maximum 3 storeys (max 11.25 m) at all street frontages.
Maximum gross floor plate area 1,100 m² for tower above podium.
Tower roof design shall have regard for the skyline silhouette.
Maximum basement height 1.2 m above footpath level at street frontage for all buildings.
- (vi) **View sharing—** Tower elements to have maximum building width of 30 m when measured parallel to alignment of Hampton St on the ridge.
Minimum building separation of 30m between any two tower elements when measured parallel to alignment of Hampton Street. Tower element sited to enable sufficient offset to achieve 30m separation from potential adjacent towers.
- (vii) **Setbacks—** Nil setback to all street frontages.
Nil side setbacks permitted for podium levels.
Tower element setback min 8 m from podium edge at all street frontages.
- (viii) **Access and parking—** All car parking screened from view, no forecourt parking permitted.
Car parking at and above ground level located behind a viable depth of commercial or residential activity for the majority of the street frontage. Alternative treatments must be of a high architectural/artistic quality.

- (ix) **Other—** For Lot 100 Asquith St and Lot 99 Twickenham Rd, the southern side of any proposed building parallel to Shepperton Rd shall be designed to reflect its location as having a potential street frontage to Shepperton Rd in the event of road widening and landscaping of this thoroughfare.
Provide separate clearly identifiable entries for residential and commercial uses, with adequate weather protection for pedestrians at entries.
- (c) AREA 3 PARKSIDE RESIDENTIAL**
- (i) **Desired future character—** *Contemporary residential development fronts onto parkland, forming an urban edge of apartments with city and park views. Potential for up to 4 taller residential buildings a maximum of 18 storeys having a 3 to 4 storey podium.*
Residential development affords good surveillance over the parks, enhancing safety and usage. Apartments address both the park and the streets with dedicated pedestrian entries provided to both.
Ground floor commercial activity is required to street frontages with scope for additional commercial or community uses above.
- (ii) **Land use—** Residential towers with an office/commercial component only being permitted within the first 3 to 4 storeys and required to all streets at ground level.
For 1-5 (Lot1)Thorogood Street, an office/commercial component may be permitted within up to 5 levels of the tower building component of any development, subject to the proposal for development of the site meeting the following requirements—
- The development providing a good building interface and level of surveillance to the park and streets;
 - The existing benefits of the community use being retained in the development of the site; and
 - The provision of a significant amount of public speaking on site for day time use.
- (iii) **Density—** R160
- (iv) **Plot ratio—** 3
- (v) **Building height and form—** Potential location for up to one tower on each of the following sites—
- 43-47 (Lot 2) Burswood Road
 - 53-63 (Lot 905) Burswood Road
 - 1-15 (Lot 1) Thorogood Street
 - 2 (Lot 100) Hawthorne Place.
- Maximum 18 storeys (max 67.5 m), stepping down to min 2 storeys (7.5 m) and max 3 storeys (max 11.25 m) at street, lane and park frontages.
For 49-51 (Lot 1) and 43-47 (Lot 2) Burswood Road, maximum 4 storeys (maximum 15 m) permitted at street and park frontages in response to lot configuration and development constraints.
For 1-15 (Lot 1) Thorogood Street, maximum 4 storeys (maximum 15 m) may be permitted for part of the podium, subject to the proposal for development of the site meeting the following requirements—
- The development providing a good building interface and level of surveillance to the park and streets;
 - The existing benefits of the community use being retained in the development of the site; and
 - The provision of a significant amount of public parking on site for day time use.
- Maximum gross floor plate area 1,100 m² for towers above podium.
Tower roof design shall have regard for the skyline silhouette.
Maximum basement wall height 1.2 m above footpath level at street frontage for all buildings.
Maximum car park wall height 3.5 m at park edge and lane.
- (vi) **View sharing—** Tower elements to have maximum building width of 30m when measured parallel to alignment of Hampton St on the ridge.
Minimum building separation of 30m between any two tower elements when measured parallel to alignment of Hampton St. Tower elements to be sited to enable sufficient offset to achieve 30m separation from potential adjacent towers.
- (vii) **Setbacks—** Nil setback to all frontages.
Nil side setbacks permitted for podium levels.
Tower elements setback min 8 m from podium edge at street frontages and 4 m from lane/mini-street.

- (viii) **Access and parking—** All car parking screened from view, no forecourt parking permitted.
Car parking at and above ground level to be located behind a viable depth of commercial or residential activity for the majority of the street frontage.
Basement or ground level parking may be provided directly adjacent to the park, with a maximum wall height of 3.5 m. Walls to be of high architectural/artistic quality when viewed from the park.
Parking on upper levels is to be screened by residential and/or commercial development for the majority of the park frontage.
- (ix) **Other—** Building design is to address and overlook parkland to improve safety and security for park users and provide an attractive frontage when viewed from the park.
All upper floors are to provide a high level of outlook over the parkland and residential development must provide extensive balconies on this frontage.
Provide separate clearly identifiable entries for residential and commercial uses, with adequate pedestrian weather protection at entries.
Provide pedestrian entry to developments from adjacent parkland.
Buildings with long frontages to parkland shall be appropriately detailed and articulated to reduce their apparent length and bulk.
1 m lane widening required on both sides of lane for land abutting Hawthorne Place.

(d) AREA 4 PARKSIDE TERRACE

- (i) **Desired future character—** *This area will undergo significant change, with new residential development up to 6 storeys fronting GO Edwards Park and forming an urban terrace edge of apartments. The laneway will be widened and significantly upgraded, becoming a mini-street flanking the park. Thinning and under-pruning of trees will provide sight lines into the park to improve safety for park users. Apartments will front onto the new mini-street and address the park, providing surveillance for park safety while offering amenity and views for residents. Additional dedicated pedestrian entry to apartments will be provided off the Burswood Road frontage.*
Modern commercial frontage required to Burswood Road at street level with office and/or residential above, to a maximum of 3 storeys. All car parking accessed off the mini-street.
- (ii) **Land use—** Mandatory residential frontage to mini-street and park, mandatory commercial frontage to Burswood Rd at street level with residential and/or commercial above.
- (iii) **Density—** R160
- (iv) **Plot ratio—** 2. Commercial and retail floor space at ground and first floor level on Burswood Rd frontage not included in plot ratio for an amount equivalent to the lot width times a depth of 10m for both levels.
- (v) **Building height and form—** Maximum 6 storeys (max 22.5 m) for residential facing park. Minimum 2 storeys (min 7.5 m) and maximum 3 storeys (max 11.25 m) to Burswood Rd frontage.
Maximum basement wall height 1.2 m above footpath level at lane/street frontage.
- (vi) **Setbacks—** Burswood Rd mandatory nil setback. Upper floors above 3 storeys to be setback min 8 m from Burswood Rd.
Lane/mini-street mandatory 2 m setback at ground floor and 4 m above ground floor. Balconies may project into the setback area max 2 m.
Nil side setbacks mandatory up to 6 storeys to establish terrace form of development.
- (vii) **Access and parking—** All vehicle access off lane/mini-street.
All car parking screened from view, no forecourt parking permitted.
Shared visitor/resident pedestrian entry to be provided from the mini-street/lane adjacent to the parkland, to the residential component of developments.
Car parking may directly abut the lane/mini-street at ground level, provided at least 30% of the frontage incorporates a residential component including an entry lobby to the residential complex, that addresses the mini-street frontage. Alternative wall/screening treatments to the remainder of the car park street elevation must be of a high architectural/artistic quality.

- (viii) **Other—** Development on lots with a side boundary or boundaries abutting identified pedestrian connections must address those connections to provide passive surveillance to provide safety for pedestrians.
1 m lane widening required on both sides of lane.

(e) AREA 5 ELEVATED MIXED USE

- (i) **Desired future character—** *The built form and topography here will provide a visual landmark and secondary gateway to the Causeway Precinct when the intersection of Great Eastern Highway, Burswood Road and Victoria Park Drive is eventually signalised.*
This elevated area has potential city and river views and is suitable for contemporary commercial and/or residential development. Given the difficult size, shape and slope of sites, only 2 taller buildings up to 12 storeys are proposed. One will be north of Kitchener Road and one between Kitchener Road and Leigh Street that will require site amalgamation. These are likely to be developed later as there is considerable investment in the existing building stock. A 6 storey height limit is proposed for the rest of this area, stepping down to 4 storeys at the street frontages. This 6 storey height may be used as an alternative built form without a tower element.
- (ii) **Land use—** Residential and or office/commercial with a commercial component required to Burswood Rd at street level.
- (iii) **Density—** R160
- (iv) **Plot ratio—** 2. Within residential developments the mandatory commercial floor space at ground level on Burswood Rd is not included in plot ratio.
- (v) **View sharing—** Tower elements to have maximum building width of 30 m when measured parallel to alignment of Hampton St on the ridge.
Minimum building separation of 30 m between tower elements when measured parallel to alignment of Hampton St.
- (vi) **Building height and form—** Potential towers limited to one tower in each of the two locations that do not front onto Leigh Street and that have a minimum site area of 3,000 m².
One location is No. 176 (Lot 40) Burswood Road. The second location would require some amalgamation of various lots to achieve the minimum site area of 3,000m². This location comprises No. 170 (Strata Lots 1-7) Burswood Road, No. 172 (Strata Lots 1-6) Burswood Road, No. 9 (Lot 50) Kitchener Avenue, and No. 11 (Lot 51) Kitchener Avenue, Burswood.
Maximum 12 storeys (max 45 m), stepping down to minimum 2 storeys (7.5 m) and maximum 4 storeys (max 15 m) at street frontages.
Maximum gross floor plate area 1,100m² for tower element above 6 storeys.
Alternative development without tower element and development on all other sites to be minimum 2 storeys (min 7.5m) and maximum 4 storeys (max 15m) at street frontages stepping back to maximum 6 storeys (max 22.5m) overall.
Building height stepped down at Leigh Street frontage to ensure lots on south side of Leigh St are not overshadowed at noon on June 21.
Basement height above footpath level max 1.2 m for flat sites and average 1.2 m on sloping sites.
Tower elements roof design shall have regard for the skyline silhouette.
A U-shaped or L shaped built form is encouraged to provide natural light and ventilation, with the opening to the rear to maintain a continuity of frontage to the street elevation.
- (vii) **Setbacks—** Nil setback permitted to all street frontages. Upper floors above 4 storeys setback min 8 m from all streets.
Nil side setbacks mandatory for at least the first 2 levels to establish continuity of built form to street frontage.
Balconies may project into the setback area max 2 m.
- (viii) **Access and parking—** No vehicle access off Burswood Rd unless no alternative available.
All car parking screened from street view. Car parking at and above ground level located behind a viable depth of commercial or residential activity for the majority of the street frontage. Alternative treatments must be of a high architectural/artistic quality.
- (ix) **Other—** Provide separate clearly identifiable entries for residential and commercial uses, with adequate pedestrian weather protection at entries.
Entries to car parking designed to minimise visual intrusion on street.

(f) AREA 6 LOW RISE MIXED USE

- (i) Desired future character—** *This area acts as a transition between the Burswood residential neighbourhood in the Victoria Park Precinct and more intensive commercial and residential development in the Causeway Precinct. The area is bounded by Burswood and Teddington Roads, major entry streets and thoroughfares to the Precinct. Both streets will ultimately be attractively landscaped and edged with contemporary low rise buildings with commercial or retail uses at street level and residential/office uses above.*
- This area has the least density and plot ratio to maintain a lower scale next to existing residential development. The maximum 3 storey height to the street steps down to 2 storeys at the rear adjoining existing housing.*
- The intersection of Burswood and Teddington Roads is designated as the 'Retail Hub' and will provide a focal point for local shopping in the Precinct (refer Area 8). Land on the corner of Teddington and Shepperton Roads has been included in Area 7 to provide an opportunity for a 'book-end' entry to the Precinct.*
- (ii) Land use—** Mandatory office/commercial frontage at street level, with small scale retail permitted. Residential and/or commercial above street level. Appropriate business support services encouraged.
- Active retail street frontage required within the retail hub at the corner of Teddington and Burswood Rds (refer Area 8).
- (iii) Density—** R60
- (iv) Plot ratio—** 1. Commercial and retail floor space at ground level on Burswood Rd frontage is not included within plot ratio.
- (v) Building height and form—** Minimum 2 storey (min 7.5 m) and maximum 3 storey (max 11.25 m) to Teddington and Burswood Rd frontages, reducing to 2 storeys within 8 m of the rear or side boundary of a residential zoned lot.
- (vi) Setbacks—** Burswood Rd mandatory nil front and side setbacks with minor variations permitted.
- Teddington Rd between 2 m minimum and 4 m maximum street setback and nil side setback.
- Secondary street frontages between nil and 4 m maximum street setback and nil side setback.
- Balconies may project into the setback area max 2 m.
- Where development is proposed on land that abuts residential zoned land, amenity and setbacks to common boundaries with the residential zoned land shall be in accordance with residential standards.
- Ground floor may be located at a nil setback to right-of-way, with the second storey setback 7.0 metres from the centreline of the right-of-way, providing for a minimum separation of 14 metres at the second storey level between residential and mixed use development.
- (vii) Access and parking—** No vehicle access off Burswood or Teddington Rds unless no alternative available.
- Where car parking is located adjacent to the right-of-way and not within or screened by a building, a minimum 1.5 metres screen landscaping is to be provided between the car parking and the right-of-way.
- All car parking screened from street view.
- (viii) Other—** Provide separate clearly identifiable entries for residential and commercial uses on Burswood Rd and Teddington Rd, with adequate pedestrian weather protection at entries.
- Lane widening required as a condition of development.

(g) AREA 7 COMMERCIAL CORE

See also Area 8 Retail Hub and Area 9 Shepperton Road Streetscape

- (i) Desired future character—** *A vibrant commercial centre will develop here, having sufficient overall floor space to become a significant business destination of choice with high quality contemporary offices and support services. There is potential for extension of the commercial core to the southern side of Shepperton Road in the longer term.*
- With a plot ratio of 3, the focus is on achieving a commercial and employment centre. Development may be entirely commercial or may include residential once commercial floor space equivalent to a plot ratio of 2 is provided.*
- Development up to 6 storeys is envisaged, with the built form establishing a coherent urban centre. Design responses are sought that*

maintain a continuity of frontage to the street and provide natural daylight and ventilation and a sense of outlook for occupants.

This pattern of development also applies to land on the corner of Shepperton and Teddington Roads abutting the Croquet Club, enabling a similar scale of development on each corner at this key entry to the Precinct.

- (ii) Land use—** Office/commercial with support services and potential for a residential component that may be located above or beside the commercial use.
Mandatory office/commercial frontage at street level for majority of lot width, with small floor area retail and residential permitted.
Active retail street frontage required within the retail hub at the corner of Teddington Rd and Burswood Rd (refer Area 8).
- (iii) Density—** R160
- (iv) Plot ratio—** 3
Maximum plot ratio of 1 for residential development once a plot ratio of 2 has been achieved for office/commercial use on that site.
For lots less than 2500 m² abutting Shepperton Rd see Area 9.
- (v) Building height and form—** Maximum 6 storeys (max 22.5 m) stepping down to minimum 2 storeys (min 7.5 m) and maximum 3 storeys (max 11.25 m) at all street frontages (for Shepperton Rd see Area 9).
A U-shaped or L shaped form for the upper levels is encouraged to provide natural light and ventilation, with the opening to the rear/lane to maintain a continuity of frontage to the street elevation.
Maximum basement height 1.2m above footpath level at street frontage.
- (vi) Setbacks—** Burswood Rd mandatory nil setback.
Teddington Rd between 2 m minimum and 4 m maximum setback.
Remaining streets and lanes nil setback permitted.
Nil side setbacks mandatory up to 6 storeys to establish continuity of built form to street frontage.
All upper floors above 3 storeys setback 8 m from streets and 4 m from lanes.
Balconies may project into the setback area max 2 m.
Shepperton Rd see Area 9.
- (vii) Access and parking—** No vehicle access off streets unless no alternative available.
All car parking screened from view, no forecourt parking permitted.
Car parking at and above ground level located behind a viable depth of commercial or residential activity for the majority of the street frontage. Alternative treatments must be of a high architectural/artistic quality.
- (viii) Other—** Design of buildings at the Teddington and Shepperton Rds intersection should reflect their role as the gateway to this Precinct with frontages to both streets and a strong street presence.
For Lot 32 Teddington Rd, the southern side of any proposed building parallel to Shepperton Rd shall be treated as a secondary frontage to Shepperton Rd. The elevation shall be designed to reflect its location as having a potential street frontage to Shepperton Rd in the event of road widening and landscaping of this thoroughfare.
Provide separate identifiable entries for residential and commercial uses within the same development, with adequate pedestrian weather protection at entries.
Lane widening required as a condition of development.

(h) AREA 8 RETAIL HUB OVERLAY

- (i) Desired future character—** *Creation of a small scale local retail centre as the pedestrian and activity 'heart' of the Precinct around the junction of Burswood Road, Teddington Road and Hawthorne Place is proposed. Cafes and shops are clustered here, having good access to sun and long views down Hawthorne Place to the park. Glazed shopfronts are encouraged at street level, with residential and commercial uses overlooking the hub. Pedestrian links to parkland via Hawthorne Place to be strengthened.*
A roundabout treatment is planned to assist traffic flow and improve safety at this busy intersection. Focal point landscape treatment and/or art work at this key junction will aid legibility and improve sense of place. Attention to pedestrian needs should be a priority.

- (ii) **Land use at street level—** Mandatory active retail/cafe component at street frontage for at least 50% of lot width to Burswood Rd within designated Retail Hub.
Commercial and retail floor space at ground level on Burswood Road frontage is not included within plot ratio.
Retail floor space cap of 1400 m² within the Retail Hub with a maximum retail floor space of 500 m² for any one tenancy.
- (iii) **Amenity—** Pedestrian weather protection canopies required in Retail Hub for full length of lot frontage to Burswood Rd.
- (iv) **Other—** Retail frontage to be extensively glazed and enhance sense of active street frontage.
Setbacks to support alfresco uses with design attention to safety and security.
Retail floor space at ground level on Burswood Rd frontage within Area 8 Retail Hub not included within plot ratio.

(i) AREA 9 SHEPPERTON STREETScape OVERLAY

- (i) **Desired future character—** *Shepperton Road forms one boundary of the Causeway Precinct, playing an important gateway role and linking the Precinct to the Albany Highway shopping strip. Future road widening will be accommodated and landscape treatment needs to reflect the gateway significance of this streetscape.*
The built form will be designed to reflect this high exposure location and establish a strong identity for the developing business centre. As all lots abutting Shepperton Road are corner lots, buildings will be required to address both frontages, with vehicle access off secondary streets or lanes. There is potential for extension of the business centre to the southern side of Shepperton Road in the longer term.
- (ii) **Lot size and development controls—** For lots abutting Shepperton Rd that are less than 2500 m² in area, existing TPS No. 1 controls apply (PR 1, commercial use only). If amalgamated with lots to the north so that the lot size is greater than 2500 m² then the provisions of the relevant Area apply—either Area 2 Asquith St Mixed Use or Area 7 Commercial Core.
- (iii) **Building height—** 4 storey maximum (15 m) to Shepperton Rd at frontage line.
Where lots are amalgamated upper floors above 4 storeys to be setback min 8m from street frontages.
- (iv) **Strept setback—** Shepperton Rd road widening reservation applies. Nil setback permitted up to edge of reservation.
- (v) **Other—** Elevations to Shepperton Rd to reflect significance of this prominent location and position as gateway to the Burswood commercial area.
Building design to respond to corner locations and clearly address and overlook both street frontages.

Modifying the Town Planning Scheme Text by—

1. Deleting the existing Footnote 3 from within and at the end of the Zoning Table, and making the following modifications to the Commercial Zone in the Zoning Table:

USE CLASS	Commercial
Home Occupation	AA
Home Office	P
Single House, Grouped Dwelling, Aged or Dependent Persons' Dwelling, Multiple Dwelling	P

2. Making the following modifications to the Office/Residential Zone in the Zoning Table and adding Footnotes 3 and 4—

USE CLASS	Office/Residential
Fast Food Outlet, Restaurant	P/X 2/AA ³
Hotel, Motel, Tavern	X/AA ³
Shop	AA /X 2/AA4
Showroom	P/X 2/AA ³

Footnotes—

3. The "Discretionary Use" notation applies to the Office/ Residential Zone within Precinct P3—Causeway Precinct.
4. The "Discretionary Use" notation applies to the Office/ Residential Zone within Precinct P3—Causeway Precinct. "Shop" uses should primarily be limited to "Area 8—Retail Hub Overlay" with the total shop floor space within the Precinct being limited to 1400m².

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3. Adding to Clause 22 Special Application of the Residential Planning Codes, an additional point (5) as follows—
- (5) Causeway Precinct—development requirements shall comply with the Development Standards for Causeway Precinct as contained in the Town of Victoria Park Town Planning Scheme No.1—Policy Manual.

T. VAUGHAN, Mayor.
J. BONKER, Chief Executive Officer.
