

# TOWN OF VICTORIA PARK CAUSEWAY PRECINCT REVIEW

FINAL REPORT (MODIFIED)

MARCH 2009







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CAUSEWAY PRECINCT REVIEW  
FINAL REPORT (MODIFIED)**

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# EXECUTIVE SUMMARY

## Vision for the Precinct

The Causeway Precinct presents a rare opportunity to achieve a sustainable, mixed use urban environment with its own distinctive identity on the City's doorstep. This location has the potential to provide significant employment and housing and offers scope for people to live and work locally. Many amenities and facilities will be within easy walking distance including: workplaces, local retail, the Albany Highway shopping strip, two train stations, the Bus Port, river and parks, and Burswood Peninsula leisure activities.

## Need for the Review

A combination of regional and local strategies and studies have brought about the need to undertake a review of the Precinct. In addition three large scale mixed use developments have been approved within the Precinct. These approvals required discretion to be applied under the provisions of the Town Planning Scheme having regard to the height controls contained in the Town of Victoria Park Urban Design Study.

The timing of this review has been influenced in part by the need to have one set of provisions for development which are easily understood. This will provide certainty for landowners within the Precinct and the wider community.

## Review Process

A project team was established to undertake the Causeway Precinct Review comprising Council officers and consultants, two of whom are members of Council's Design Review Committee. Traffic consultants were also engaged to undertake a Traffic and Parking Study as part of the review.

The review canvassed existing physical conditions, metropolitan planning and strategic imperatives. It also considered the local planning context, key issues identified in previous public consultation, socio-economic and market aspects. The process included several Elected Member's Workshops. As part of that process, three alternative scenarios were developed for the Precinct.

The evaluation criteria used were based upon the State Sustainability Checklist, adopted by Land Corp and the relevant Strategies in the Town's Strategic Plan 2004 – 2013. This provided a 'triple bottom line' set of criteria that were: specific to the future vision of the Causeway Precinct; explicitly addressed objectives for the Precinct; and enabled the relative comparison of scenarios.

Following the evaluation process the Project Team developed the Preferred Concept that formed the basis of the recommendations of the Draft Report dated July 2007. Public consultation was undertaken on the Draft Report and 313 submissions were received, the majority of which were supportive of the recommendations of the Draft Report.

Council considered the submissions on 16 October 2007 and agreed to a number of minor modifications to the Draft Report and Draft Report Appendices, and the preparation of a concise Final Report incorporating those modifications.

The matter of developer contributions to capital works was discussed at an Elected Member's Workshop held 13 November 2007. Consideration included legal mechanisms for contributions, principles for contributions, town planning scheme provisions, a specified areas rate, funding sources and arguments for and against developer contributions. Additional works and estimates of costs were also identified as a result of further consideration of traffic and pedestrian issues.

There is general agreement by Council for the proposal that a Specified Area Rate is an appropriate mechanism to apply the costs of some of the works to land owners within the Causeway Precinct.



This view is based on the considerations that the estimated current day costs of the works is now in excess of \$16m. as a result of additional works identified following the public consultation process and the majority of the capital expenditure is too large to be accommodated from rate revenue. While there are a number of other potential sources including grants, these cannot be guaranteed.

A Specified Area Rate has the advantage of providing flexibility as it is applied on a year to year basis and decisions can be made on the works and appropriate sources of funds on that year by year basis. There is a clear set of principles in the application of a Specified Area Rate which in summary require there to be nexus between the works and benefits to the Precinct. Some works identified clearly have benefits for the whole district beyond the Precinct, some for the Precinct only and others for both the district and the Precinct.

Council decided to review the specific matter of building heights at a subsequent Council Meeting on 26 February 2008 and resolved as follows:

*"A. Council upon further consideration of the matter of building heights proposed in the Causeway Precinct Review Draft Report July 2007 and the Council resolution of 16 October 2007 in relation to that Draft Report, now requires the Final Report to be prepared reflecting the following provisions relating to building heights for the six sites recommended for 18 storey buildings in the Draft Report:*

- 1. The building heights be limited to a maximum of 12 storeys (45m) and be subject to the 30m building width and 30m building separation requirements for the four sites described as No. 43-47 (Lot 2) Burswood Road, No. 53-63 (Lot 905) Burswood Road, No. 10-12 (Lot 100) Asquith Street, No.2 (Lot 100) Hawthorne Place.*
- 2. The building heights be limited to a maximum of 6 storeys (22.5m) for the two sites described as), No. 1-15 (Lot 1) Thorogood Street; No. 50-54 (Lot 906) Burswood Road.*
- 3. The general provision to limit the podium heights to a maximum of 3 storeys (11.25m) for the four sites nominated for 12 storeys in (1) above, be reviewed by the Project Team to consider increasing the podiums to increase the opportunity for the density and plot ratio limits to be achieved for the sites; and*
- 4. The general provisions for setbacks to streets and park areas for the two sites nominated for 6 storeys in (2) above, be reviewed by the Project Team to consider reducing the setbacks to increase the opportunity for the density, plot ratio limits and improved design outcomes to be achieved for these sites;*

*B. All those that lodged submissions on the Causeway Precinct Review Draft Report July 2007 be advised of A above."*

The Council made the above decision on the basis that it believed that six 18 Storey buildings in the Causeway Precinct would have a detrimental impact on the general amenity of the locality.

The Causeway Precinct Review Final Report May 2008 incorporated changes from the Draft Report dated July 2007 as a result of the Council decisions of 16 October 2007 and 26 February 2008 and the general agreement at the Elected Members' Workshop held 13 November 2007.

The Causeway Precinct Review Final Report May 2008 formed the basis of proposed Amendment No.44 to the Town of Victoria Park, Town Planning Scheme No.1, and went through the statutory process including advertising.

1018 submissions were received on Amendment No.44 and were the subject of a report to the Council Meeting held 25 November 2009. A brief summary of the content of the submissions as reported to Council is as follows:

- a. The 998 submissions from members or persons associated with, or supporting the Church object to the Amendment on the basis that the proposed height limit of 6 storeys proposed for the Riverview Church site is unreasonable on a number of grounds including:
- High rise development is a good way to manage growth and higher density housing and will support local business and provide more vitality and security to the Precinct;
  - The rationale for taller buildings in the Precinct is supported by the Urban Design Study, the CPR Draft Report, and decisions of the State Administrative Tribunal;
  - Taller buildings within the Precinct will be more iconic and create a sense of place, and reducing building heights for the Riverview site will create a gap in the “arc” of buildings proposed;
  - The development will support the Network City Strategy and provide better utilisation of transport and infrastructure and provide affordable housing;
  - The majority of the 313 submissions on the Causeway Precinct Review Draft Report supported the recommendations of the Draft Report;
  - There is no justifiable planning basis provided by Council for reducing the building height on the Riverview Church site from 18 to 6 storeys proposed in the Amendment, and it is assumed that the reasons are to protect the views of others, which is not regarded as a valid planning reason;
  - The Church is being penalised as Council supported the recommendations of the CPR Draft Report in October 2007 and changed its mind in February 2008 and reduced building heights; and
  - There will be economic consequences for the Church and its ability to provide new facilities and the charitable functions.
- b. The 6 submissions (excluding those in a. above) from owners/occupiers within the Town comprise two submissions supporting the rezoning proposed as part of the Amendment, one submission objects to the Amendment on the basis that 12 storey towers proposed will block views from their property and devalue their property. The other 3 submissions object to the Amendment largely based on concerns about the impacts on the park areas which include:
- The proposed mini-street and proposed parking will intrude into and impact on the park and the mini-street should only be one way;
  - The value of the passive surveillance of the park by adjoining residents is overstated and other means can achieve safety for park users;
  - The rationale for removing trees for surveillance into the park seems to be poor, and the real reason relates to providing city and river views which is unacceptable;
  - Adverse impacts on the park ignore the significant habitat and environmental values of the park;
  - Building heights are still considered excessive and other Councils support lower building heights, traffic will be excessive and parking provision for the area is inadequate; and
  - Safer dedicated access should be provided for residents across Burswood Road.
- c. The 3 submissions (excluding those in a. above) from persons outside of the Town include one which supports Amendment No. 44 on the basis that it will increase investment in the area and the other two express concerns about changes made from the Draft CPR Report.

- d. *The 3 submissions from owners or consultants acting on behalf of owners within the Causeway Precinct and 1 submission from a Riverview Church stakeholder include one submission which suggests modifications to provide more certainty for land uses and changes to development standards in the “Retail Hub” including a reduction in parking standards. The other 3 submissions object to Amendment No. 44 on a variety of grounds including the following:*
- Significant concern that the proposed Amendment is not based on sound planning principles as the changes to building heights from the CPR Draft Report which proposed 18 storeys;*
  - The case for the taller building heights was clearly argued in the Urban Design Study, CPR Draft Report, past approvals by Council and decisions of the State Administrative Tribunal;*
  - The matter of view impacts has been studied and the subject of decision by the State Administrative Tribunal which all support the case for high rise buildings in the Precinct;*
  - The decision to limit the building height for the Riverview Church site to 6 storeys is inconsistent with the rationale that supports taller buildings on similar sites within the Precinct and proposed in the CPR Draft Report;*
  - A tower development on the Riverview Church site will provide a more consistent development form completing an arc of taller buildings within the Precinct, with little additional impact on views from the ridgeline behind the Precinct; and*
  - It is difficult to comprehend why the Council rescinded the decision of 16 October 2007 and altered the building heights, particularly in the light of the outcome of the public consultation on the CPR Draft Report where 75% of the submissions agreed with the building heights and form.*
- e. *The submission from the owners/owners representatives of 5 of the larger sites within the Causeway Precinct objects to Amendment No. 44 on the following grounds:*
- There are no planning grounds for Council’s claim that higher buildings will adversely affect the amenity of the area;*
  - The advice of Council Officer’s and independent consultants have been ignored in the Council’s decision;*
  - The sites of the four owners (five sites) were all identified for high rise supported by the Urban Design Study, CPR Draft Report; and*
  - The Council has ignored the outcome of the consultation on the CPR Draft Report which resulted in significant support for the 18 storeys proposed on a number of sites.*
- f. *The submission from a social housing organisation suggests that clearer definition and provisions be included in the Amendment to ensure the provision of affordable housing within the Precinct.*
- g. *The 5 submissions from Government Departments do not object to Amendment No.44, but in some cases raise issues that need to be addressed at the stage of assessing development applications within the Precinct. The submission from the Transit Oriented Development section of DPI, suggests modifications to the Amendment to provide better public transport outcomes for the Precinct, including reducing the parking requirements for development.*



Following the consideration of submissions, Council sought final approval of Amendment No.44 with two minor modifications. The Amendment documentation was then forwarded to the Western Australian Planning Commission for consideration.

A letter from the WAPC dated 11 March 2009 advised that the Minister for Planning upheld the submissions of support and those objecting to the reduction in proposed building height limits, dismissed the submissions of objection, and has decided not to approve the amendment until such time as Council further modifies the amendment to effectively allow the 18 storey height limit on the six sites identified in the Causeway Precinct Review Draft Report July 2007.

The Minister also directed the Council to modify the Causeway Precinct Review Final Report to be consistent with the findings of the original Draft Report.

As a consequence Council has now prepared the Causeway Precinct Review Final Report (Modified) March 2009.

## Precinct Objectives

Precinct Objectives were developed from an analysis of the opportunities and constraints of the Precinct as follows:

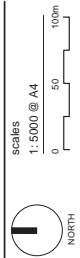
To achieve revitalisation based on the principles of sustainable development.

- To recognise and support the strategic role of the Precinct within the Perth inner area and accommodate a share of the inner area demand for residential and commercial development over the next 25 years.
- To provide an effective link between the Burswood Peninsula and the Albany Highway Precinct.
- To facilitate intensive mixed use development that takes advantage of the Precinct's locational and natural assets while minimising impact on the adjacent residential precinct.
- To encourage development as a business destination with high value economic activity and employment.
- To encourage residential intensification and establishment of a local resident population.
- To reduce residential development pressure in other parts of the Town.
- To foster activities and environments that create a welcoming place for people.



*Proposed Local Activity Hub at the junction of Burswood & Teddington Roads*





drawing title: **APPROVED CONCEPT PLAN**

project: **CAUSEWAY PRECINCT REVIEW**  
MARCH 2009



## Approved Concept Plan



## Precinct Framework

The framework for achieving the preferred concept is set out below:

- Develop a commercial core at the southern end of the Precinct of sufficient scale to be an attractive destination in its own right as a business centre.
- 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.
- Be 'good neighbours' and keep building heights low next to the existing residential area in the Victoria Park Precinct.
- Provide active frontages with commercial uses at street level and set back upper floors to keep a comfortable pedestrian scale at street level.
- Create a focus of activity at the key intersection of Burswood and Teddington Roads, with local retail and cafes clustered here.
- Upgrade parks to improve safety, facilities and access and to support increased use by the community.
- Improve pedestrian connections to river, parklands, Bus Port, rail stations, and the Albany Highway shopping strip.
- 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.
- 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.
- Amend planning controls to facilitate this vision for the Causeway Precinct.

## Approved Concept Snapshot

- An intensive urban neighbourhood of residential and office uses with some local retail facilities.
- Residential densities of R60 at interface with adjacent residential area and R160 elsewhere.
- Plot ratios range from 1 at interface with adjacent residential area to 2 abutting Burswood Road and 3 for the commercial core area and the adjacent taller building areas.
- Heights generally range from 2 to 3 storeys at street edges (11.25m), to 6 storeys (22.5m) for most of the Precinct, with 2 buildings to 12 storeys (45m) and 6 buildings to 18 storeys (67.5m) in specified locations. Additional design controls apply for all buildings above 3 storeys.
- This Scenario would generate about 1,150 dwellings with a population of some 2,300 people, commercial floor space of about 87,000m<sup>2</sup>, retail floor space of about 1,400m<sup>2</sup> and would provide about 3,300 jobs.

## Key Issues

Key issues have been identified in the past by the community in responding to consultation on major planning applications within the Precinct. These issues are whether or not high-rise development is appropriate in this Precinct, concerns related to building height impacts and the effect on views, and concerns in relation to additional traffic and parking generated by development.



*Proposed entry to “Commercial Core” at intersection of Shepperton & Teddington Roads*

## **Building Height & Form**

3 to 4 storey maximum building heights are proposed at street frontages, stepping down to 2 storeys at the rear for properties adjacent to existing residential in the Victoria Park Precinct. All development above the 3 to 4 storeys is required to be set back from the street frontage, providing an appropriate interface and scale for pedestrians in the street environment and improving access to sunlight.

Building heights adjacent to the laneway abutting GO Edwards Park are proposed at 6 storeys with a ‘terrace’ form of development with development built full width across the lot.

The commercial core area proposes a maximum of 6 storeys which provides a robust and flexible built form that is traditionally used in urban centres, providing an attractive and appropriately scaled pedestrian environment.

A limited number of taller residential buildings are proposed adjacent to the parkland. The location and number of taller buildings were influenced by view sharing considerations, with a limited number of tower elements rising from 2 to 3 storey podiums.

Six tower elements are proposed west of Burswood Road abutting the park (maximum 18 storeys), with two smaller towers in the north of the Precinct east of Burswood Road (maximum 12 storeys).

## **View Sharing & Built Form**

The case for taller buildings within the Precinct has been established in the Town of Victoria Park Urban Design Study, by further analysis by the Project Team and in a recent decision of the State Administrative Tribunal, to approve a 12 storey development within the Precinct.

The ability to provide new dwellings with City and river views will be a key to revitalisation and

reflects the market interest in this type of housing in Victoria Park. This is reflected in development approvals for 11/12 storey buildings within the Precinct on three of the sites now identified for 12 storey buildings.

The proposed siting, design and dimensions of these taller buildings is based on optimising the opportunities for new development to access city and river views while still having regard to views from existing development outside the Precinct. This has been achieved with the following techniques:

- Finite number of tall buildings permitted
- Maximum building heights set
- Maximum building width of 30m (measured parallel to Hampton Street)
- Maximum floor plate areas set for tall buildings
- Buildings aligned to minimise interruption of views from Hampton Street ridge area
- Minimum 30m separation between tall buildings to establish view corridors
- Tower elements set back from podium edge.

## **Traffic & Parking**

A Traffic and Parking Study modelled 100% redevelopment of the Precinct by 2030 as it would represent the “worst case” scenario for traffic and parking. The Study concluded that traffic can be accommodated by the adjacent road network provided delays and queues with some intersections operating beyond capacity is considered acceptable. It noted that this is not uncommon in inner City areas.

The impact on residential streets adjacent to the Precinct from the increase in traffic volumes is predicted to be well below the 3,000 vehicle per day maximum capacity acceptable for a local access street.

The Study was conservative in relation to traffic and parking as it assumed low rates of public transport usage. It also recommends adequate on site parking when development/redevelopment of sites occurs with street and public parking for casual visitor use.

Inherent in the level of intensity of development proposed is the increased probability for public transport to run through the Precinct. The combination of the level of intensity and mixed use nature providing opportunities of living, working and recreating within the same locality, have the potential to improve regional greenhouse gas emissions through use of public transport and more walking and cycling.

With the significant level of commercial floor space proposed and the ability for the Precinct to become a recognised and desirable business address, the probability of a future transit system linking the Perth CBD, the Burswood Peninsula, Causeway Bus port and Burswood Station, utilising Burswood Road, increases.

## **Development Provisions for Designated Areas**

The Precinct has been divided into a number of designated areas which have been defined in relation to their desired future character, future land use and built form characteristics. These characteristics will form the basis of amending the current provisions of the Town Planning Scheme as it applies to the Precinct and are outlined in Appendices 1 and 2 of this Final Report.

Points of difference are proposed for the Causeway Precinct in relation to affordable housing and levels of amenity for residents within mixed use developments.





*Proposed upgraded laneway adjacent GO Edwards Park with apartments overlooking Park*

## Capital Works

Any investment by Council in infrastructure and upgrading works will be a catalyst for private development and investment. This will complement amendments to the Town Planning Scheme which will increase the likelihood and timelines of revitalisation.

There are essentially two groups of capital works proposed for the Precinct, one relating to managing traffic and the other to the development of public spaces.

The distinctions are as follows:

### Road Works to Manage Traffic:

- Signalisation of Great Eastern Highway and Burswood Road
- Clearways in Teddington Road
- Roundabout at Burswood Road/Teddington Road
- Potential modifications to the intersection of Great Eastern Highway and Shepperton Road
- Potential modifications to the intersection of Shepperton Road and Teddington Road

### Development of Public Spaces:

- Streetscape works in Burswood Road/Teddington Road
- Streetscape works in other roads in Precinct
- Laneway works, pedestrian links and parking adjacent GO Edwards Park
- Safety upgrade of Parks
- Functional/amenity upgrade of Parks



## 1.0 INTRODUCTION

### 1.1 CASE FOR THE REVIEW

For both residential and commercial development, the Causeway Precinct is one of the best located areas in the Town of Victoria Park. It is at one of the main entrance points to the Perth CBD, is well served by public transport, is close to the river and abuts an established parkland. However, even at a time of high activity in the general property market there has been little new development in the Precinct.

The Causeway Precinct needs to be considered in both a local and a metropolitan context given its strategic location and potential roles.

The metropolitan context is important to the planning and future development of the Precinct as it sets the framework for all major projects in Perth. The key policy document is the Network City: Community Planning Strategy for Perth and Peel (2004).

In response to the Network City Report, Council endorsed a submission on the report at its Meeting held 30 November 2004, where it outlined its general strategic planning position as well as its position in respect to the implementation of Network City objectives within the Town of Victoria Park, including the following specific comment about the Causeway Precinct:

*“The Causeway Precinct is a predominately commercial precinct with almost 100,000 square metres of floor space but also a high vacancy rate, in the order of 22%. Given the proximity of this Precinct to existing facilities, it’s location adjacent the Causeway, and the potential amenity provided by adjacent parkland and views to the Perth CBD, it represents a significant opportunity for residential development while still retaining the function of a major location for employment within the Town. The potential residential dwelling yield within the Precinct could be in the order of 1,250 dwellings.”*

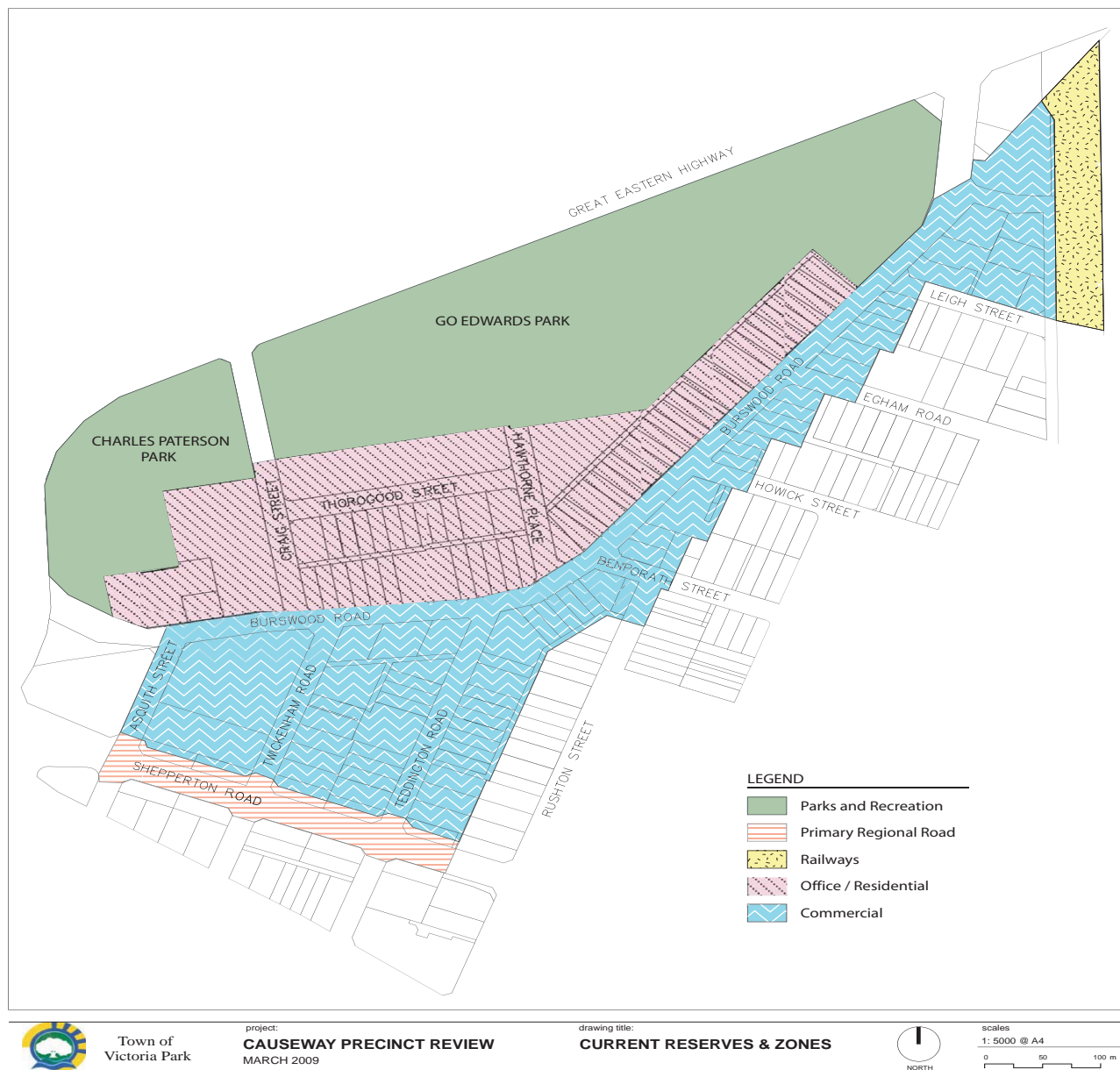
The current provisions of the Town of Victoria Park, Town Planning Scheme No 1 were developed in 1994 and do not appear to have been based on any particular strategic planning position for the Town. It appears that there was no Scheme Report or other document explaining the rationale for why the Precinct was divided into two separate zones or the development standards that apply to the Precinct. There are anomalies between the areas north and south of Burswood Road that include land use, plot ratio, building setbacks and building height.

There is clearly a case for review of the Precinct provisions under the Town of Victoria Park Town Planning Scheme No 1 to develop provisions that reflect a strategic planning position for the Town and the strategic significance of areas such as the Causeway Precinct in both the metropolitan and local context. In addition, the urban design and built form appropriate for the Precinct needs to be developed and form the basis for relevant Scheme provisions.

Over the last ten years there have only been a limited number of significant projects which have been completed within the Causeway Precinct together with minor additions and refurbishments of existing buildings.

Within the last few years there has been an increasing interest in projects involving significant components of residential development within the Causeway Precinct. Three large scale mixed use developments for 53-63 Burswood Road, 43-47 Burswood and 2 Hawthorne Place have been approved.

All of these projects involved variations and discretion to be applied under the provisions of the Town of Victoria Park, Town Planning Scheme No 1, having regard to the height controls contained in the Town of Victoria Park Urban Design Study dated October 2000 adopted under Council Policy. This arrangement has created some degree of confusion and uncertainty. The timing of this Review of the Precinct has been influenced in part by the need to provide a clearer set of parameters for development that are understood and provide certainty in the process and the outcomes.



*Figure 1.1: Current Reserves & Zones*



Expenditure by local government on its public spaces, particularly when accompanied by Town Planning Scheme amendments, sends a signal to the market that a particular standard of development is both expected and welcome and the private sector will respond accordingly. This is particularly the case if it is clear that the overall Precinct Plan and its accompanying Town Planning Scheme meet not only the current expectations of the market, but also the long term development needs of the Precinct. This will reduce any perceived premium for long term land banking – on the expectation that more intense development will be allowable in the future - and make high standard development in the short and medium terms more likely. This will also be assisted to the extent that maximum development standards, in line with market as well as community expectations, are clearly established in the Town Planning Scheme, with few opportunities for extension beyond that.

This clarity of purpose and well defined planning outcomes make it easier for the Town to promote the precinct and attract the market's attention in a proactive way to attract interest and investment.

It should be noted that for the purposes of this review both GO Edwards and Charles Paterson Parks have been included within the Precinct Study Area, given the direct interface and important relationship that can be established between a revitalised Causeway Precinct and the parkland areas.

## **1.2 PROCESS OF THE REVIEW**

A Project Team was established to undertake the review and comprised the following members;

Chris Eaton	TVP Senior Strategic Planner
Rochelle Lavery	TVP Director Sustainable Development
Alex Sheridan	TVP Executive Manager Technical Services
Anthony Vuleta	TVP Director Technical Services (from October 2007)
Annelise Safstrom	TVP Design Review Committee Member
Tony Blackwell	TVP Design Review Committee Member
John Syme	Principal - Syme Marmion & Co.

Cardno BSD were also engaged to undertake a Traffic and Parking Study for the Precinct as part of this Review.

It is intended that the outcomes from this review will be the subject of an amendment/s to the current Town of Victoria Park Town Planning Scheme No.1 (TPS) and also be reflected in the Local Planning Strategy under preparation. The Local Planning Strategy will set out Council's strategic planning position and be the basis for a comprehensive review of the whole of TPS.

The process included several Elected Member's Workshops which have involved presentation of information to the Elected Members by the Project Team and endorsement of matters at various stages of the review.

Three alternative Scenarios were developed for the Precinct and each Scenario was evaluated by both the Project Team and the Elected Members against two sets of criteria to determine if there was a "Preferred Scenario" as a basis for more detailed study and refinement.

Following the evaluation process the Project Team developed the Preferred Concept that formed the basis of the recommendations of the Draft Report dated July 2007. Public consultation was undertaken on the Draft Report and 313 submissions were received, the majority of which were supportive of the recommendations of the Draft Report.

Council considered and determined the responses to the submissions on 16 October 2007, agreed to a number of minor modifications to the Draft Report and Draft Report Appendices, and the preparation of a Final Report incorporating corrections and those modifications. Council decided to review the specific matter of building heights at a subsequent Council Meeting on 26 February 2008 and decided on further modifications to the Draft Report. The modifications are outlined below.

### **Interface with Victoria Park Precinct**

With regard to the interface at a laneway between the Low Rise Mixed Use area within the Causeway Precinct and Residential zoned land in the Victoria Park Precinct, the current requirement for the Residential zoned land is that a dwelling is required to be setback between 4.0 and 6.0 metres from the centreline of the right-of-way at ground floor level with the second storey setback at 7.0 metres from the centreline of the right-of-way. For development in the Low Rise Mixed Use area at this interface, the ground floor may be located at a nil setback, with the second storey setback 7.0 metres from the centreline of the right-of-way. This provides for a minimum separation of 14 metres at the second storey level between residential and mixed use development.

It is anticipated that, given the configuration of the lots and the requirement for car parking access to be taken from the right-of-way, that the ground floor level of the Low Rise Mixed Use area adjacent to the right-of-way will generally be taken up with car parking. Where car parking is located adjacent to the right-of-way and not within or screened by a building, a minimum 1.5 metres screening landscaping is to be provided between the car parking and the right-of-way.

In circumstances where there is a direct interface with residential land along a common boundary, the following provision should apply to protect the amenity of the residential land:

*“Where development is proposed on land which abuts residential zoned land, amenity and setbacks to common boundaries with the residential zoned land shall be in accordance with residential standards.”*

### **Grade Separated Crossing for Pedestrians/Cyclists at Great Eastern Highway**

The route of the Principal Shared Path along the railway line will be reviewed and there may be some merit in the route changing at Howick Street to the western side of the railway line given the steep embankments on the eastern side of the railway line approaching Great Eastern Highway. Changing the route to the western side of the railway line would require a bridge for pedestrians/cyclists parallel and perhaps attached to the existing Railway Bridge over Great Eastern Highway.

### **Parks and Concept Plan**

Additional principles need to be included for the park areas related to environmental qualities to influence the preparation of the Concept Plan for the parks. This would include the following considerations:

- Review the location of parking to minimize disturbance of existing trees;
- Recognise that public safety issues need to be addressed that may impact on some environmental aspects and thus require additional works to offset that impact;
- Develop habitat protection strategies for birds/tortoises and any other fauna utilising the site; and
- Develop an integrated plan for environmental management, creation of new habitat and protection of existing habitat for the Precinct and its wider environs.

## **Pedestrian Access to Park**

Lot 12 (137-9) and Lot 125 (141-3) Burswood Rd. are in common ownership and abut the existing laneways (ROWs) connecting GO Edwards Park and Burswood Road. Negotiations with the owner of these lots provide the opportunity with future redevelopment for both securing the continuity of the laneway along the edge of GO Edwards Park and improved pedestrian connections from Burswood Road, through to the Park.

Two options have been identified for additional pedestrian connections to GO Edwards Park from Burswood Road. These are the rationalisation of the laneways abutting 137 – 143 Burswood Road to provide a sufficiently wide pedestrian connection through to the Park or the acquisition of Lot 101 (125) Burswood Road. In addition, the development provisions for Area 4 – Parkside Terrace should require that 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.

These negotiations should be identified as a priority action to be initiated by Council. In the event that former option cannot be achieved, the Council should then consider bringing forward the acquisition of Lot 101 Burswood Road into the short term staging of capital works (i.e. within 5 years).

## **Building Heights**

The building heights be limited to a maximum of 12 storeys (45m) and be subject to the 30m building width and 30m building separation requirements for the four sites described as No. 43-47 (Lot 2) Burswood Road, No. 53-63 (Lot 905) Burswood Road, No. 10-12 (Lot 100) Asquith Street, No.2 (Lot 100) Hawthorne Place.

The building heights be limited to a maximum of 6 storeys (22.5m) for the two sites described as, No. 1-15 (Lot 1) Thorogood Street; No. 50-54 (Lot 906) Burswood Road.

The general provision to limit the podium heights to a maximum of 3 storeys (11.25m) for the four sites nominated for 12 storeys above, be reviewed by the Project Team to consider increasing the podiums to increase the opportunity for the density and plot ratio limits to be achieved for the sites; and

The general provisions for setbacks to streets and park areas for the two sites nominated for 6 storeys above, be reviewed by the Project Team to consider reducing the setbacks to increase the opportunity for the density, plot ratio limits and improved design outcomes to be achieved for these sites.

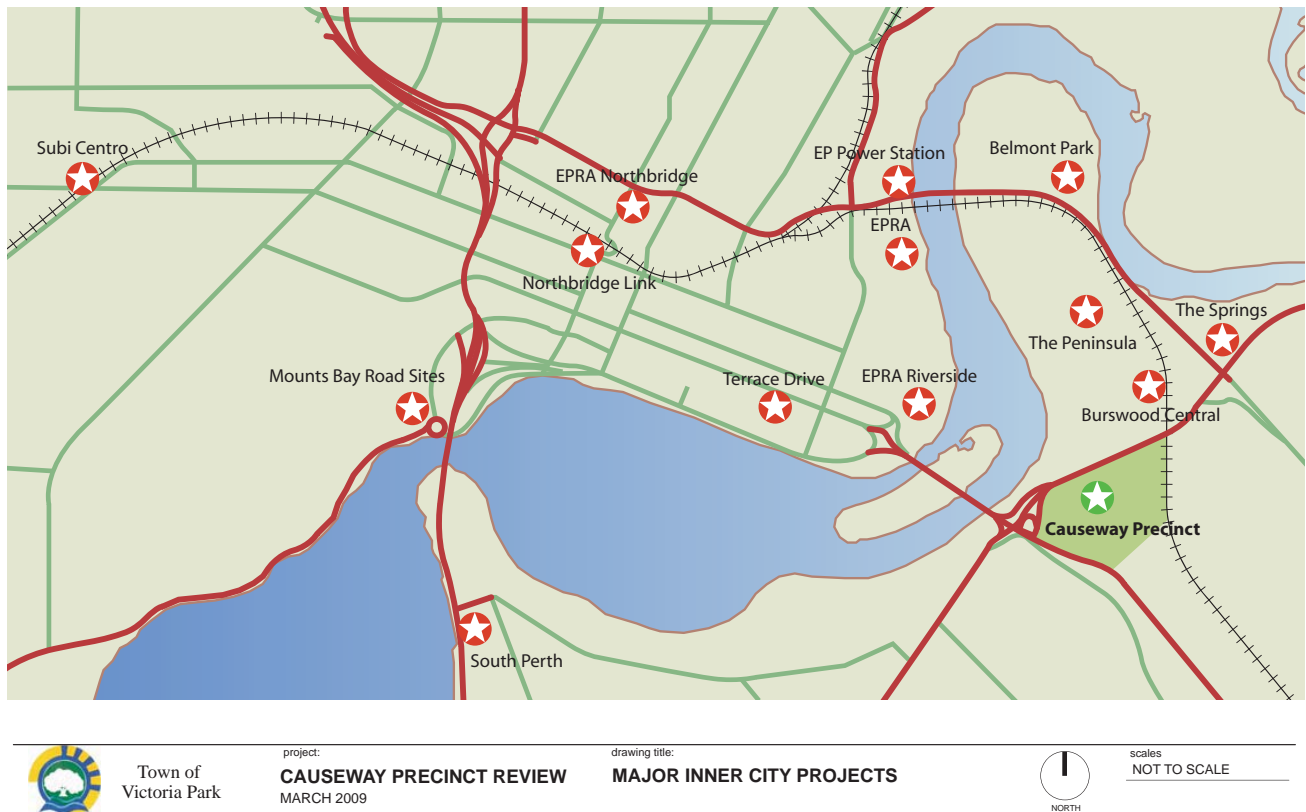
## **Developer Contributions**

The matter of developer contributions to capital works was discussed at an Elected Member's Workshop held 13 November 2007. Consideration included legal mechanisms for contributions, principles for contributions, town planning scheme provisions, a specified areas rate, funding sources and arguments for and against developer contributions. Additional works and estimates of costs were also identified as a result of further consideration of traffic and pedestrian issues.

There is general agreement by Council for the proposal that a Specified Area Rate is an appropriate mechanism to apply the costs of some of the works to land owners within the Causeway Precinct.

This view is based on the considerations that the estimated current day costs of the works is now in excess of \$16m. as a result of additional works identified following the public consultation process and the majority of the capital expenditure is too large to be accommodated from rate revenue. While there are a number of other potential sources including grants, these cannot be guaranteed.

A Specified Area Rate has the advantage of providing flexibility as it is applied on a year to year basis and decisions can be made on the works and appropriate sources of funds on that year by year basis. There is a clear set of principles in the application of a Specified Area Rate which in summary require there to be nexus between the works and benefits to the Precinct. Some works identified clearly have benefits for the whole district beyond the Precinct, some for the Precinct only and others for both the district and the Precinct.



*Figure 1.2: Major Inner City Projects*



### 1.3 CAUSEWAY PRECINCT REVIEW FINAL REPORT MAY 2008

Council decided to review the specific matter of building heights at a subsequent Council Meeting on 26 February 2008 and resolved as follows:

- “A. Council upon further consideration of the matter of building heights proposed in the Causeway Precinct Review Draft Report July 2007 and the Council resolution of 16 October 2007 in relation to that Draft Report, now requires the Final Report to be prepared reflecting the following provisions relating to building heights for the six sites recommended for 18 storey buildings in the Draft Report:*
- 1. The building heights be limited to a maximum of 12 storeys (45m) and be subject to the 30m building width and 30m building separation requirements for the four sites described as No. 43-47 (Lot 2) Burswood Road, No. 53-63 (Lot 905) Burswood Road, No. 10-12 (Lot 100) Asquith Street, No.2 (Lot 100) Hawthorne Place.*
  - 2. The building heights be limited to a maximum of 6 storeys (22.5m) for the two sites described as), No. 1-15 (Lot 1) Thorogood Street; No. 50-54 (Lot 906) Burswood Road.*
  - 3. The general provision to limit the podium heights to a maximum of 3 storeys (11.25m) for the four sites nominated for 12 storeys in (1) above, be reviewed by the Project Team to consider increasing the podiums to increase the opportunity for the density and plot ratio limits to be achieved for the sites; and*
  - 4. The general provisions for setbacks to streets and park areas for the two sites nominated for 6 storeys in (2) above, be reviewed by the Project Team to consider reducing the setbacks to increase the opportunity for the density, plot ratio limits and improved design outcomes to be achieved for these sites;*
- B. All those that lodged submissions on the Causeway Precinct Review Draft Report July 2007 be advised of A above.”*

The Council made the above decision on the basis that it believed that six 18 Storey buildings in the Causeway Precinct would have a detrimental impact on the general amenity of the locality.

The Causeway Precinct Review Final Report May 2008 incorporated changes from the Draft Report dated July 2007 as a result of the Council decisions of 16 October 2007 and 26 February 2008 and the general agreement at the Elected Members' Workshop held 13 November 2007.

### 1.4 AMENDMENT NO.44 TO THE TOWN OF VICTORIA PARK, TOWN PLANNING SCHEME NO.1

The Causeway Precinct Review Final Report May 2008 formed the basis of proposed Amendment No.44 to the Town of Victoria Park, Town Planning Scheme No.1, and went through the statutory process including advertising.

1018 submissions were received on Amendment No.44 and were the subject of a report to the Council Meeting held 25 November 2009. A brief summary of the content of the submissions as reported to Council is as follows:

- a. The 998 submissions from members or persons associated with, or supporting the Church object to the Amendment on the basis that the proposed height limit of 6 storeys proposed for the Riverview Church site is unreasonable on a number of grounds including:*
  - High rise development is a good way to manage growth and higher density housing and will support local business and provide more vitality and security to the Precinct;*
  - The rationale for taller buildings in the Precinct is supported by the Urban Design Study,*

*the CPR Draft Report, and decisions of the State Administrative Tribunal;*

- Taller buildings within the Precinct will be more iconic and create a sense of place, and reducing building heights for the Riverview site will create a gap in the “arc” of buildings proposed;*
- The development will support the Network City Strategy and provide better utilisation of transport and infrastructure and provide affordable housing;*
- The majority of the 313 submissions on the Causeway Precinct Review Draft Report supported the recommendations of the Draft Report;*
- There is no justifiable planning basis provided by Council for reducing the building height on the Riverview Church site from 18 to 6 storeys proposed in the Amendment, and it is assumed that the reasons are to protect the views of others, which is not regarded as a valid planning reason;*
- The Church is being penalised as Council supported the recommendations of the CPR Draft Report in October 2007 and changed its mind in February 2008 and reduced building heights; and*
- There will be economic consequences for the Church and its ability to provide new facilities and the charitable functions.*

*b. The 6 submissions (excluding those in a. above) from owners/occupiers within the Town comprise two submissions supporting the rezoning proposed as part of the Amendment, one submission objects to the Amendment on the basis that 12 storey towers proposed will block views from their property and devalue their property. The other 3 submissions object to the Amendment largely based on concerns about the impacts on the park areas which include:*

- The proposed mini-street and proposed parking will intrude into and impact on the park and the mini-street should only be one way;*
- The value of the passive surveillance of the park by adjoining residents is overstated and other means can achieve safety for park users;*
- The rationale for removing trees for surveillance into the park seems to be poor, and the real reason relates to providing city and river views which is unacceptable;*
- Adverse impacts on the park ignore the significant habitat and environmental values of the park;*
- Building heights are still considered excessive and other Councils support lower building heights, traffic will be excessive and parking provision for the area is inadequate; and*
- Safer dedicated access should be provided for residents across Burswood Road.*

*c. The 3 submissions (excluding those in a. above) from persons outside of the Town include one which supports Amendment No. 44 on the basis that it will increase investment in the area and the other two express concerns about changes made from the Draft CPR Report.*

*d. The 3 submissions from owners or consultants acting on behalf of owners within the Causeway Precinct and 1 submission from a Riverview Church stakeholder include one submission which suggests modifications to provide more certainty for land uses and changes to development standards in the “Retail Hub” including a reduction in parking standards. The other 3 submissions object to Amendment No. 44 on a variety of grounds including the following:*

- Significant concern that the proposed Amendment is not based on sound planning principles as the changes to building heights from the CPR Draft Report which proposed 18 storeys;
  - The case for the taller building heights was clearly argued in the Urban Design Study, CPR Draft Report, past approvals by Council and decisions of the State Administrative Tribunal;
  - The matter of view impacts has been studied and the subject of decision by the State Administrative Tribunal which all support the case for high rise buildings in the Precinct;
  - The decision to limit the building height for the Riverview Church site to 6 storeys is inconsistent with the rationale that supports taller buildings on similar sites within the Precinct and proposed in the CPR Draft Report;
  - A tower development on the Riverview Church site will provide a more consistent development form completing an arc of taller buildings within the Precinct, with little additional impact on views from the ridgeline behind the Precinct; and
  - It is difficult to comprehend why the Council rescinded the decision of 16 October 2007 and altered the building heights, particularly in the light of the outcome of the public consultation on the CPR Draft Report where 75% of the submissions agreed with the building heights and form.
- e. The submission from the owners/owners representatives of 5 of the larger sites within the Causeway Precinct objects to Amendment No. 44 on the following grounds:
- There are no planning grounds for Council's claim that higher buildings will adversely affect the amenity of the area;
  - The advice of Council Officer's and independent consultants have been ignored in the Council's decision;
  - The sites of the four owners (five sites) were all identified for high rise supported by the Urban Design Study, CPR Draft Report; and
  - The Council has ignored the outcome of the consultation on the CPR Draft Report which resulted in significant support for the 18 storeys proposed on a number of sites.
- f. The submission from a social housing organisation suggests that clearer definition and provisions be included in the Amendment to ensure the provision of affordable housing within the Precinct.
- g. The 5 submissions from Government Departments do not object to Amendment No.44, but in some cases raise issues that need to be addressed at the stage of assessing development applications within the Precinct. The submission from the Transit Oriented Development section of DPI, suggests modifications to the Amendment to provide better public transport outcomes for the Precinct, including reducing the parking requirements for development.

Following the consideration of submissions, Council sought final approval of Amendment No.44 with two minor modifications. The Amendment documentation was then forwarded to the Western Australian Planning Commission for consideration.

A letter from the WAPC dated 11 March 2009 advised that the Minister for Planning upheld the submissions of support and those objecting to the reduction in proposed building height limits, dismissed the submissions of objection, and has decided not to approve the amendment until such

time as Council further modifies the amendment to effectively allow the 18 storey height limit on the six sites identified in the Causeway Precinct Review Draft Report July 2007.

The Minister also directed the Council to modify the Causeway Precinct Review Final Report to be consistent with the findings of the original Draft Report.

As a consequence Council has now prepared the Causeway Precinct Review Final Report (Modified) March 2009.



## 2.0 VISION FOR THE CAUSEWAY PRECINCT

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, 2 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 87,000m<sup>2</sup> 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 1,400m<sup>2</sup> 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 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.

Figure 2.1 illustrates a plan form of the Approved Concept for the Precinct. Figures 2.2 to 2.4 are perspective illustrations of the ultimate development envisaged for the Precinct.



Figure 2.1: Approved Concept Plan





*Figure 2.2: Proposed Local Activity Hub at the junction of Burswood & Teddington Roads*

## 2.1 APPROVED CONCEPT SNAPSHOT

- An intensive urban neighbourhood of residential and office uses with some local retail facilities.
- Residential densities of R60 at interface with adjacent residential area and R160 elsewhere.
- Plot ratios ranging from 1 at interface with adjacent residential area to 2 abutting Burswood Road and 3 for the commercial core area and the adjacent taller building areas.
- Heights generally ranging from 2 to 3 storeys at street edges (11.25m), to 6 storeys (22.5m) for most of the Precinct, with 2 buildings to 12 storeys (45m) at the north east end and 6 buildings to 18 storeys (67.5m) in the western end. Additional design controls apply for all buildings above 3 storeys.

This Scenario would generate about 1,150 dwellings with a population of some 2,300 people, commercial floor space of about 87,000m<sup>2</sup>, retail floor space of about 1,400m<sup>2</sup> and would provide about 3,300 jobs.

Figure 2.5 illustrates building envelopes as the basis for the height of building and Figure 2.6 illustrates residential density (to determine maximum dwelling numbers) and plot ratio (to determine maximum floor space for buildings).





Figure 2.3: Proposed Local Activity Hub at the junction of Burswood & Teddington Roads



Figure 2.4: Proposed upgraded laneway adjacent GO Edwards Park with apartments overlooking Park



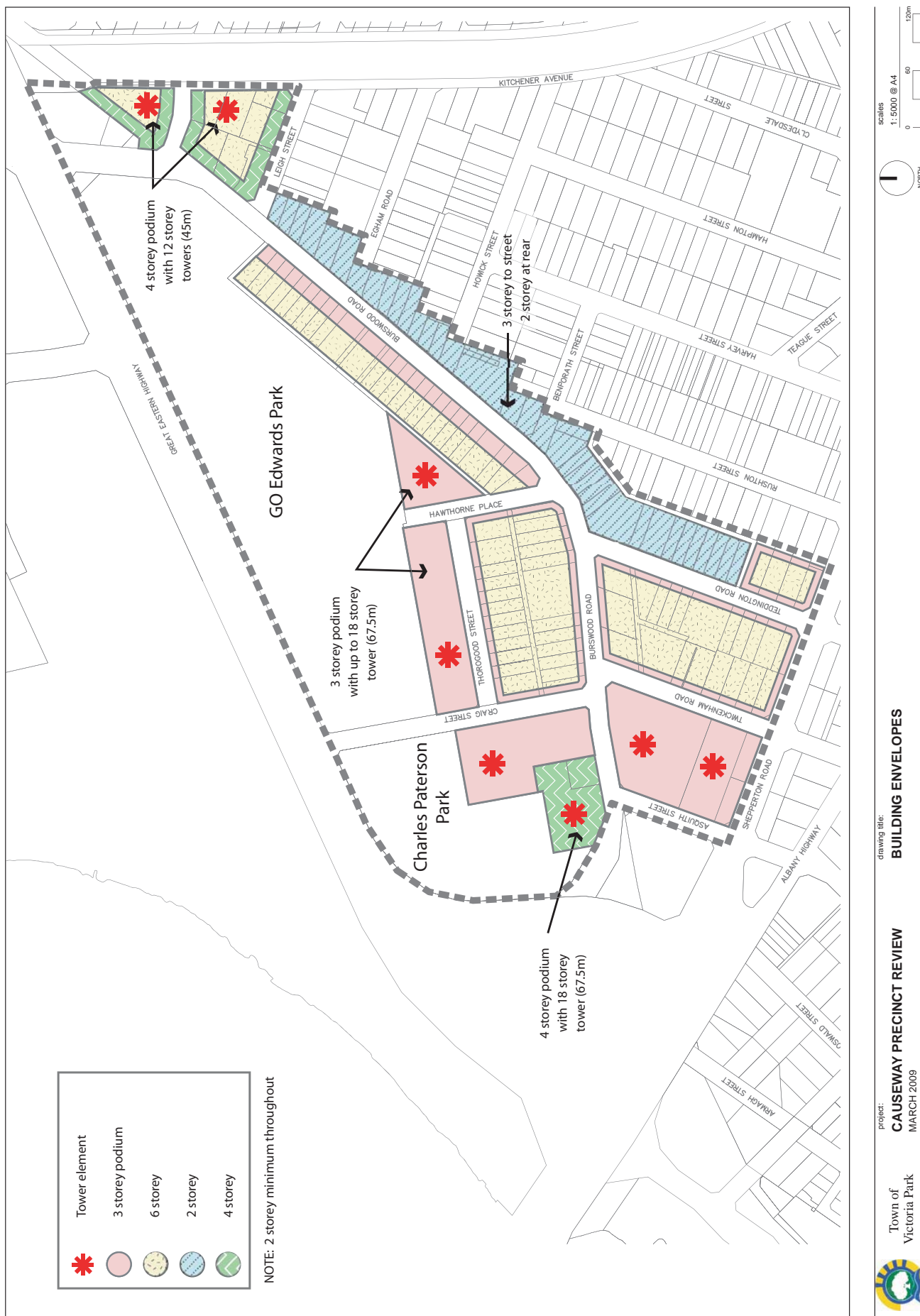


Figure 2.5: Building Envelopes

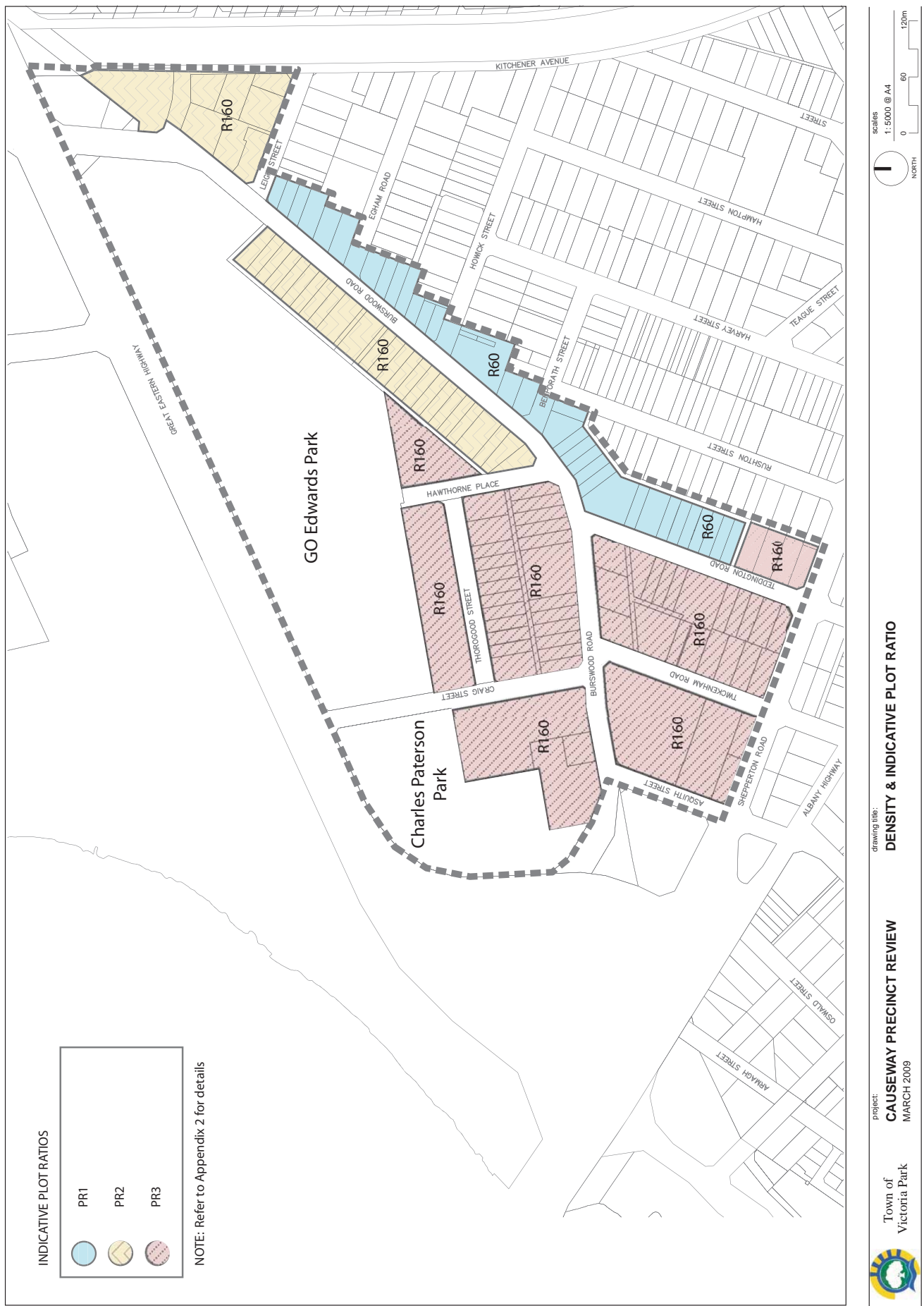


Figure 2.6: Density & Indicative Plot Ratio

## **2.2 APPROVED CONCEPT BUILT FORM**

### **2.2.1 Parking & Built Form**

Parking has a significant impact on built form and feasibility of development. As part of the analysis to test alternative plot ratios and building heights, the requirement for basement parking was reviewed. Due to high water table levels and geotechnical and water quality considerations, the cost and difficulty of providing basements is likely to be a real barrier to redevelopment on sites closest to the River. It is evident that at-grade and above ground parking is likely to be necessary in such circumstances and this will impact on building form, height and street appearance. Where such parking is provided, it must be screened from view with commercial or residential uses fronting the street. All scenarios have assumed standard parking rates are applied for commercial development.

### **2.2.2 Building Height & Form**

The starting point for all scenarios and the preferred concept was to assume a maximum 3 storey building height at street frontages, stepping down to 2 storeys at the rear for properties adjacent to existing residential in the Victoria Park Precinct. All development above 3 to 4 storeys is to be set back from the street frontage, providing an appropriate interface and scale for pedestrians in the street environment and improving access to sunlight.

This is demonstrated in the Figure 2.7 for section of Burswood Road north east of Hawthorne Place.

To recognise potential community concerns about the extent of high rise, building heights adjacent to GO Edwards Park were limited. The 22.5m maximum height can achieve up to 6 levels of residential apartments overlooking the park above 1 level of surface/semi-surface parking, at a density of R160. This height is below that of the ribbon of trees edging the park, providing a view of greenery when looking from the ridgeline. A 'terrace' form of development is envisaged here, with development built full width across the lot. This enables the density yields to be met without additional height, whilst creating an attractive urban residential streetscape.

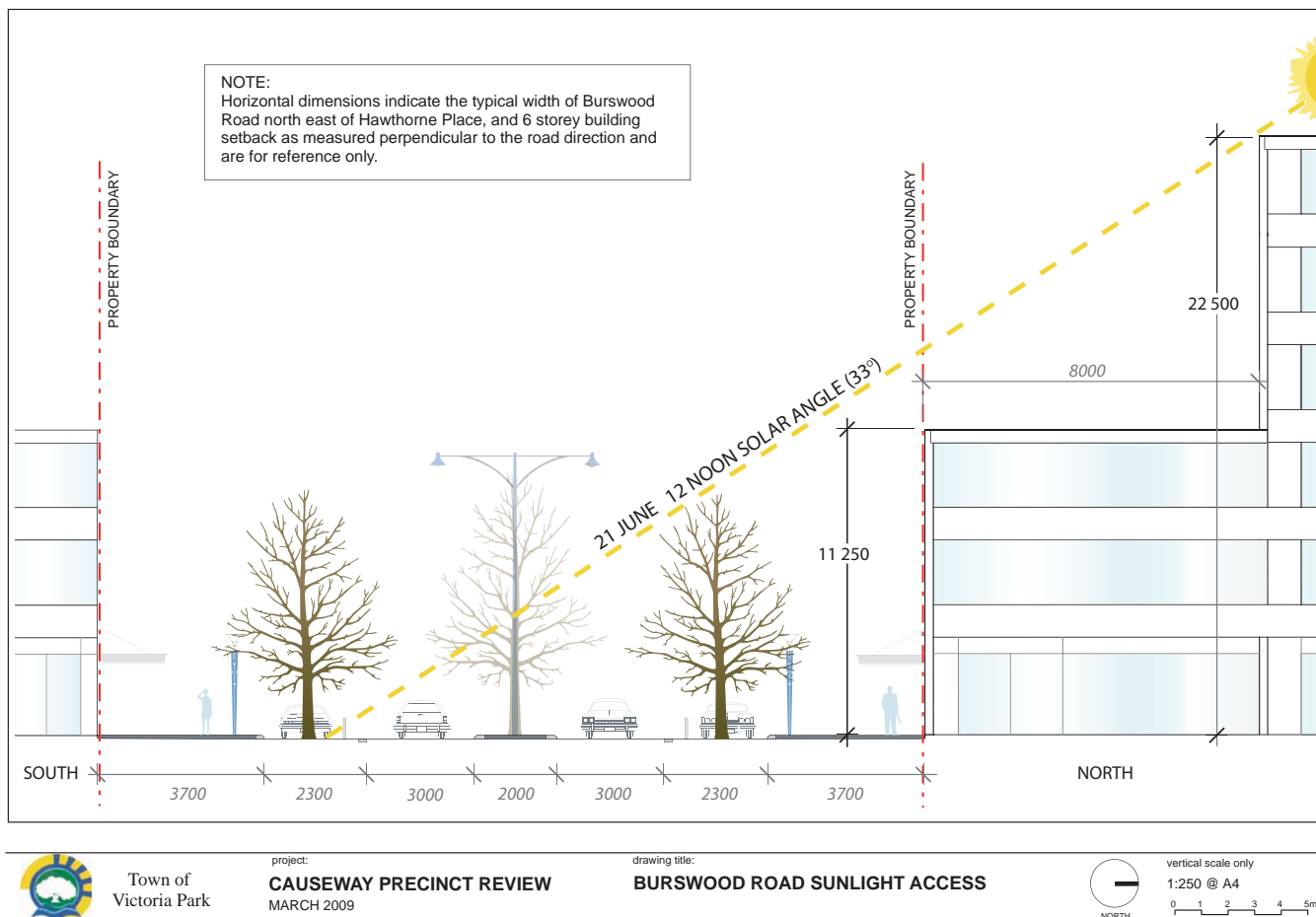
Maximising commercial floor space is necessary to ensure sufficient 'critical mass' of development within the Precinct and enable it to become a recognised and desirable business centre. Employment is linked to commercial floor space so this approach also maximises jobs generation.

The approved concept has building heights in the commercial core of 6 storeys, with 2 levels likely to be needed for car parking. The height reduction is achieved by providing a plot ratio of 3 and encouraging buildings to be built full width across the lots. This pattern of abutting buildings up to 6 storeys provides a robust and flexible built form that is traditionally used in urban centres. East Perth and Perth have many examples eg. Royal Street, East Perth has up to 5 storeys. The proposed 6 storey built form can achieve both parking and floor space whilst still providing an attractive and appropriately scaled pedestrian environment.

There is potential for a residential component to be included within the commercial core but this is not triggered until at least the equivalent of a plot ratio of 2 has been provided for commercial purposes. This approach will deliver the base commercial floor space that is required for the Causeway Precinct to become a business destination in its own right.

With Teddington Road representing a major entry to the Precinct and commercial centre, additional height to 6 storeys has been provided at this intersection so both corners match in terms of built form. Adjacent land to the east is used as a croquet club so residential properties are not impacted.





*Figure 2.7: Burswood Road Sunlight Access*

A limited number of taller residential buildings are proposed adjacent to parkland. The ability to provide new dwellings with city and river views is considered a key to revitalisation and reflects the market interest in this type of housing in Victoria Park indicated by recent development applications for residential apartments in the 11 to 12 storey range.

### 2.2.3 View Sharing & Built Form

The location and number of taller buildings were influenced by view sharing considerations, with a limited number of tower elements rising from generally 2 to 3 storey podiums. This is illustrated in Figure 2.8. Six tower elements are proposed west of Burswood Road abutting the park (maximum 18 storeys), with two towers in the north of the Precinct east of Burswood Road (maximum 12 storeys).

The proposed siting, design and dimensions of these taller buildings is based on optimising the opportunities for new development to access city and river views while still having regard to views from existing development outside the Precinct.

This has been achieved with the following controls:

- Finite number of tall buildings permitted
- Maximum building heights set
- Maximum building width of 30m (measured parallel to Hampton Street)
- Maximum floor plate areas set for tall buildings
- Buildings aligned to minimise interruption of views from Hampton Street ridge area
- Minimum 30m separation between tall buildings to establish view corridors

- Tower elements set back from podium edge

These controls are illustrated in Figure 2.9.

The addition of a floor plate area control offers design flexibility whilst setting a clear limit on building bulk. This limits the size of any given floor area above the podium level. Coupled with the building width and separation controls, a range of designs are possible that afford view sharing protection while offering design flexibility.

For the taller buildings a maximum floor plate of 1,100m<sup>2</sup> is proposed. This is the gross floor area and includes balconies, walls etc. As a comparison, the two recently constructed towers on The Peninsula are 18 storeys and have a floor plate area ranging from 925m<sup>2</sup> (5 units per floor) to 1,155m<sup>2</sup> (6 units per floor).

This package of measures provides a balance of delivering certainty in relation to built form outcomes whilst limiting the impact on view sharing. It provides land owners and the community with a definite picture of what is permissible and how that built form must be shaped.



*Figure 2.8: View Impact Consideration*



## **2.2.4 Distinctive Features**

Significant points of difference are proposed for the Causeway Precinct in relation to affordable housing and levels of amenity for residents within mixed use developments.

The rationale for and benefits of affordable housing include accommodating people with the different skills required to support local communities, promoting economic and social integration and providing a way for people to remain in areas in which they have lived for a long time to maintain their support networks.

Specific provisions will require a percentage of smaller residential dwellings within larger developments and also signal Council's flexibility to accommodate affordable housing schemes.

The provisions of the Residential Planning Codes of WA allow significant concessions for residential development when combined with commercial development in a mixed use proposal. Some of these concessions compromise the level of amenity for residents.

While those concessions may be appropriate in certain contexts, high standards of residential amenity are sought within the Causeway Precinct and as such specific provisions are proposed to achieve those high standards.

## **2.3 PRECINCT FRAMEWORK**

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.
10. Amend planning controls to facilitate this vision for the Causeway Precinct.



## **2.4 TRANSPORT**

The Traffic and Parking Study demonstrated that with modifications to existing intersections and introduction of other traffic management measures, traffic can be adequately accommodated without any adverse impacts on adjacent areas. The Study was conservative in relation to traffic and parking as it assumed low rates of public transport usage. It also recommends adequate on site parking when development/redevelopment of sites occurs with street and public parking for casual visitor use.

While assumptions were made in the Traffic and Parking Study to demonstrate the acceptability of traffic and parking, the opportunities for public transport have not been overlooked.

Inherent in the level of intensity of development proposed is the increased probability for public transport to run through the Precinct rather than the current situation where it is at the periphery of the Precinct. The combination of the level of intensity and mixed use nature providing opportunities of living, working and recreating within the same locality, have the potential to improve regional greenhouse gas emissions through use of public transport and more walking and cycling.

In addition with the significant level of commercial floor space proposed and ability for the Precinct to become a recognised and desirable business address, the probability of a future transit system linking the Perth CBD, the Burswood Peninsula, Causeway Bus port and Burswood Station, utilising Burswood Road increases.

The importance of improved choice of transport links with the Burswood Peninsula cannot be underestimated in providing both physical and social links between what will be a large new residential community on the Burswood Peninsula and the existing Town community.

The route of the Principal Shared Path along the railway line will be reviewed and there may be some merit in the route changing at Howick Street to the western side of the railway line given the steep embankments on the eastern side of the railway line approaching Great Eastern Highway. Changing the route to the western side of the railway line would require a bridge for pedestrians/cyclists parallel and perhaps attached to the existing Railway Bridge over Great Eastern Highway.

## **2.5 DESIRED FUTURE CHARACTER OF DESIGNATED AREAS**

The Causeway Precinct has been divided into 7 Areas reflecting desired future character, with an additional 2 'overlay' Areas providing more detail about particular settings. These areas are shown in Figure 2.10. The development framework for each of these Areas is set out in Appendices 1.0 and 2.0, together with a proposed Zoning Table and development provisions applicable to the Causeway Precinct.

- 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 Road Streetscape Overlay

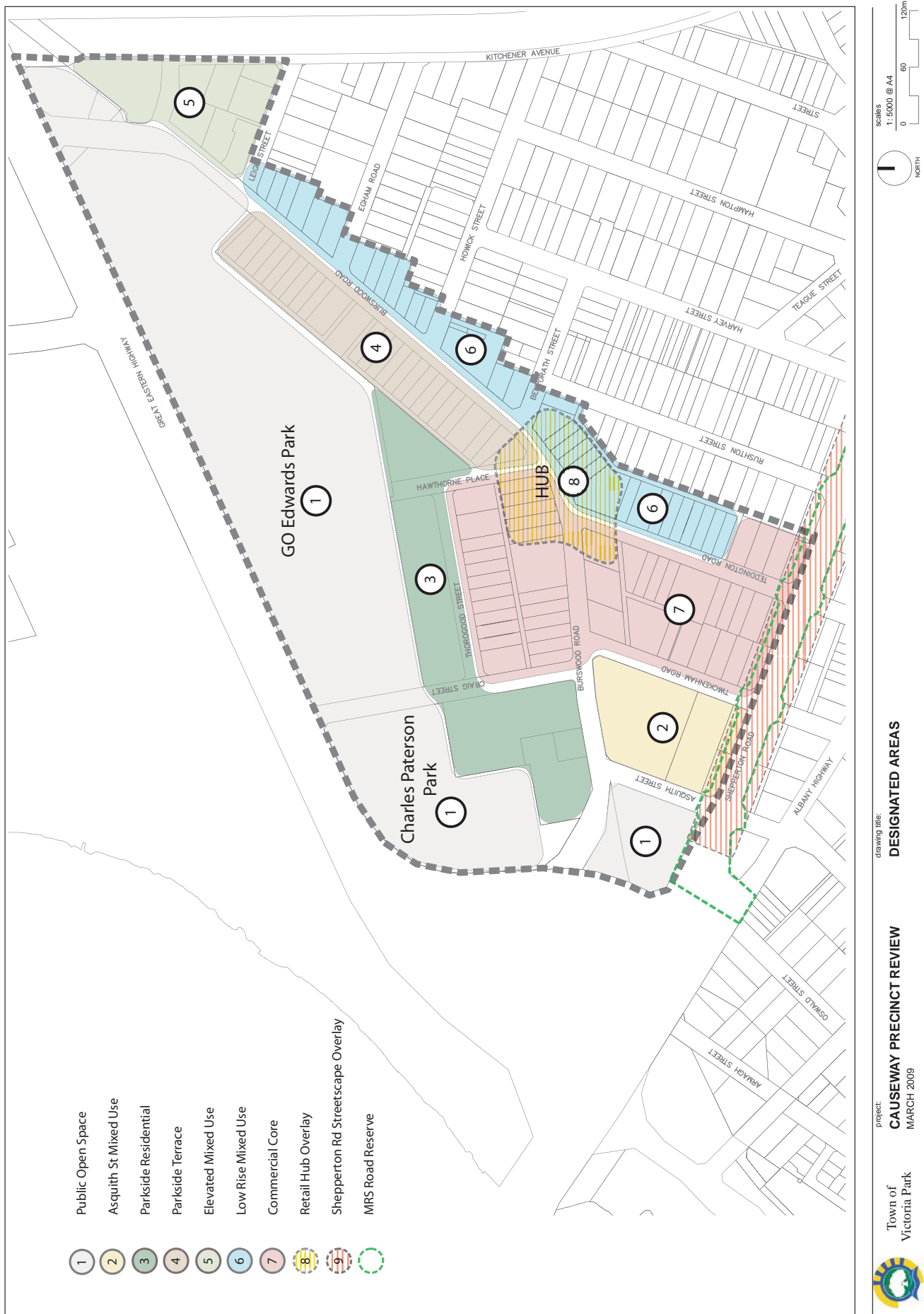


Figure 2.10: Designated Areas

## **Area 1: Public Open Space**

This area provides a high quality landscape setting for the Precinct and incorporates GO Edwards Park, Charles Paterson Park and parkland abutting Asquith Street. The parks will be further upgraded to improve safety and security and increase patronage, and also have regard to environmental values, 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. The parklands act as an attractive visual green entry statement to the Town and adjacent Swan River. For further detail see Section 3.3.2.

## **Area 2: Asquith Street Mixed Use**

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 two buildings of a maximum 18 storeys with a 3 storey podium and ground floor commercial activity to Burswood Road and Shepperton Road. A contemporary built form is sought with generous balconies when apartments are provided.

## **Area 3: Parkside Residential**

Contemporary residential tower development adjacent to parkland, with potential for up to 4 buildings of maximum 18 storeys offering city and river views. Commercial and/or residential may be provided within the 3 to 4 storey podium. Inclusion of some townhouse style development is sought, with built form providing diversity of housing stock, pedestrian scale to street and visual separation between taller buildings. Residential uses afford good surveillance over the parks, enhancing safety and usage.



*Photograph of Example of Apartment Buildings With 3 Storey Podium To The Street Frontage*

#### **Area 4: Parkside Terrace**

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. Some thinning and under-pruning of trees will be required to 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 is required to Burswood Road at street level with office and/or residential above, to a maximum of 3 storeys. All car parking to be accessed off the mini-street.



*Photograph of Example of Residential Apartments Above Ground Floor Commercial Use*

#### **Area 5: Elevated Mixed Use**

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.



## **Area 6: Low Rise Mixed Use**

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.

## **Area 7: Commercial Core**

A vibrant commercial centre will develop, having sufficient floor space to become a significant business destination of choice with high quality contemporary offices and support services. Shepperton Road provides a prominent address and entry for this commercial centre and building design should reflect this gateway commercial role. 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 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 upper 3 floors set back by 8m with a reduced set back of 4m adjacent to lanes. Continuity in built form is sought to establish a coherent urban centre, with boundary to boundary construction. Design responses are sought that maintain a continuity of frontage to the street elevation 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 Road and Teddington Road abutting the Croquet Club, enabling a similar scale of development on each corner at this key entry to the Precinct.

See also Area 8 Retail Hub Overlay and Area 9 Shepperton Streetscape Overlay.

## **Area 8: Retail Hub Overlay**

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 retail 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 flows 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.



*Photograph of Example of Cafe/Retail Uses At Street Level*

## **Area 9: Shepperton Streetscape Overlay**

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.

## **2.6 PRECINCT DEVELOPMENT PRINCIPLES**

### **2.6.1 Precinct Role**

- Intensively developed mixed use precinct that creates the necessary critical mass and population to ensure long term investment opportunities, employment choice and sustainability.
- Ability to reduce regional greenhouse gas emissions through a significant population able to live, work and recreate within walking and cycling distance and increased use of public transport, particularly by workers in this business centre.
- Commercial core of large enough scale to be a business destination and employment centre in its own right.
- Key part of a significant Burswood regional business centre when linked with future commercial development around Burswood Station.
- Residential density that takes advantage of the location, proximity to public transport and city and river views and where the dwelling types improve diversity in the Town.
- Sufficient residential density and capacity to reduce pressure for redevelopment and loss of the Town's traditional character housing.
- Links the Albany Highway shopping and commercial strip, with the future Town Centre and the emerging entertainment, tourist, commercial and residential activities on the Burswood Peninsula.

## **2.6.2 Land Use & Location**

Major land uses are residential and commercial, with a full range of office uses and the phasing out of warehousing, light industry and other non-compatible uses.

### **Commercial**

- Approximately 87,000m<sup>2</sup> of commercial/business floor space providing employment for some 3,300 people in the Causeway Precinct.
- Strong identity of business centre is shaped by contemporary built form and setting adjacent to the Causeway Bridge and parks.
- Takes advantage of commercial exposure to Great Eastern Highway, Shepperton, Teddington and Burswood Roads.
- Scope for commercial core to expand south across Shepperton Road in the future to cater for demand and improve link to Albany Highway strip.

### **Residential**

- Approximately 1,150 residential units accommodating some 2,300 people.
- Residential fronts onto parkland to share this asset and location, maximise access to views, improve safety and activity in the parks and create a new park-side address for housing in the Precinct.
- Tallest residential buildings located away from existing residential area.
- Affordable housing component achieved (relative to other new dwellings) through requirement for minimum 10% dwellings for developments with 20 or more dwellings with floor area less than 85m<sup>2</sup>, in addition to R Codes density bonus for 1 bedroom dwellings with floor area limit relaxed to 70m<sup>2</sup>.

### **Retail**

- Small retail component in small tenancies to meet the daily needs of residents and business within walking distance.
- Approximately 1,400m<sup>2</sup> of retail floor space, consistent with WAPC Metropolitan Centres Policy of 0.53m<sup>2</sup> per person for local retail facilities.
- Retail clustered in activity hub at key intersection of Burswood and Teddington Roads.
- Complementary to Albany Highway shopping strip.

## **2.6.3 OPEN SPACE**

- Upgrade parks to improve safety, facilities and amenity and cater for their increased use by the community.
- Change focus of park landscape from screening the rear of buildings to addressing buildings fronting the park, recognising the role this interface plays in portraying the Town's public image along this busy frontage.
- Upgrade lane along park edge as mini-street to provide frontage for new housing and park.
- Undertake thinning and under-pruning of selected trees along park edge to provide sight lines into the park to assist with casual surveillance and improve safety for park users.
- Review the location of parking to minimize disturbance of existing trees.
- Recognise that public safety issues need to be addressed that may impact on some

environmental aspects and thus require additional works to offset that impact.

- Develop habitat protection strategies for birds/tortoises and any other fauna utilising the site.
- Develop an integrated plan for environmental management, creation of new habitat and protection of existing habitat for the Precinct and its wider environs.
- Incorporate public artwork in parks to add interest and delight.

#### **2.6.4 STREETScape**

- Development of a pedestrian friendly urban centre with contiguous 2 to 3 storey buildings edging most streets and additional building height set further back.
- No vehicle access off primary street frontage unless no alternative exists.
- Utilise lanes for vehicle whenever available.
- Building envelopes establish setbacks for upper levels to maintain a comfortable pedestrian scale at street level and provide opportunities for sunlight to reach the footpath on the opposite side of the street (given the right orientation) in winter.
- All buildings to address streets, lanes and parks and provide high levels of overlooking from windows and balconies.
- Provide active frontages with commercial or retail uses at street level on main streets with entries, windows and balconies facing the street and blank walls generally not permitted.
- Separate clearly visible entries to be provided for residential and non-residential uses on a site.
- Pedestrian weather protection to be provided at street entries and abutting buildings within the retail hub for shelter in this vicinity.
- Public and private development to demonstrate the principles of Crime Prevention Through Environmental Design (CPTED) for a safer environment.
- Improve amenity and appearance of key public streets and lanes through streetscape works, artworks and undergrounding of power lines.
- Burswood Road to reflect its new role as a high quality commercial and residential boulevard.
- Develop a palette of materials, colours and street furniture types for consistent use in public spaces throughout the Precinct.

#### **2.6.5 SECURITY & SAFETY**

Keys to achieving public spaces where people feel comfortable and relatively safe are:

- Level of use of a space (high activity increases actual and perceived safety)
- Degree to which users feel they can be seen (and therefore can be assisted if need be)
- Able to see others/have a clear view ahead (design avoids lurking spaces/gives choice of escape routes).
- Residential overlooks parks, lanes and streets.
- 'Eyes on the street' design guidelines for all forms of development.
- Increased facilities and hence activity in parks and public spaces.
- Park and lane upgrade to give a 'front door' to the parklands rather than back lanes and rear of premises.



## **2.6.6 BUILT FORM**

### **Plot Ratio & Density**

- Plot ratios highest in the commercial core and for tallest building sites, reduced for development at interface with Victoria Park Precinct.
- Plot ratio 3 for commercial core to generate sufficient commercial floor space to achieve the necessary critical mass for a sustainable and identifiable business centre.
- Plot ratio 3 for Area 3 where up to 6 tall buildings may be located.
- Office floor space at main street level not counted within plot ratio for certain areas.
- Residential density maximised alongside parks with new residential population optimised.
- R160 for all residential development except for Area 6 with R60 abutting Victoria Park Precinct.

### **Building Height**

- Maximum heights established with height controls responding to topography, view sharing, overshadowing, urban design considerations and desired built outcomes.
- Building heights range from 2 storey (7.5m) minimum at interface with existing residential to 3 storey (11.25m) at most street frontages, to 12 storeys (45m) for 2 sites, to 18 storeys (67.5m) for 6 specific sites. All storeys and heights are the maximum permitted.
- Building heights and setbacks generally have been determined to allow sunlight to reach the opposite footpath at noon in midwinter, with some exceptions.
- The height profile reinforces the parkland edging to the Precinct and its frontage to major roads and visually continues the Burswood Peninsula arc of buildings.
- Design of roofline to address skyline silhouette when viewed from a range of vantage points.
- Tall buildings to provide high quality residential with views, increasing diversity within the Town.

### **Interface With Existing Residential Area (Area 6)**

- Building height steps down next to neighbouring housing in the Victoria Park Precinct to minimise overlooking and overshadowing issues and respect scale of existing housing stock.
- Where development is proposed on land which abuts residential zoned land, amenity and setbacks to common boundaries with the residential zoned land shall be in accordance with residential standards.
- Maximum 2 storeys at rear of lots on Precinct boundary.
- Maximum 3 storeys at the street frontage to Burswood and Teddington Roads.

### **Direct Interface With Parkland**

- Building design addresses and overlooks parkland to improve safety and security for park users and provide an attractive frontage when viewed from the park.
- Generally a nil setback to park permitted for first 3 storeys within the building podium.
- Performance based approach to setback to park for building height above 3 storeys. Flexibility required to optimise quality of design outcome.
- 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.



Built Form fronting Parkland with Above Ground Undercover Parking

Figure 2.10: Designated Areas

- Parking on upper levels is screened by residential and/or commercial development for the majority of the park frontage.
- All upper floors provide a high level of outlook over the open space and residential development makes extensive use of balconies on this frontage.
- Pedestrian connection and identifiable entries are encouraged between development sites and the adjacent park for use by occupants and potentially visitors.
- Buildings with long frontages to parkland shall be appropriately detailed and articulated to reduce their apparent length and bulk.
- Development abutting the croquet club to have site specific open space interface controls with an appropriate setback and treatment.

## **Interface With Streets**

- Building design addresses and overlooks streets to improve safety through casual surveillance.
- Building heights and setbacks establish a comfortable pedestrian scale at street level and assist in maintaining sunlight to the opposite footpath.
- Nil street setbacks are mandatory for the lower levels of buildings on most streets to assist in achieving active commercial street frontages and help create a distinctly urban character for the Precinct.
- Upper floors above 3 to 4 storeys are set back at least 8 metres from the street boundary, giving a stepped building form or podium form.
- For the residential development of up to 6 storeys abutting the mini-street behind Burswood Road, a 4m building setback is required, with no further setbacks for upper floors.
- Car parking at ground level is located behind a viable depth of commercial or residential activity that provides an active frontage to the street for the majority of the lot frontage.
- Parking on upper levels is screened by residential and/or commercial development for the majority of the street frontage. Alternative treatments must be of a high architectural/artistic quality.
- Where basements are provided, maximum 1.2m wall height at street edge to maintain streetscape quality and amenity for pedestrians.

## **Interface With Laneways (Rights Of Way)**

- The laneway abutting GO Edwards Park will be linked through and upgraded to become a mini-street and a 'front door' for the adjacent new residential development, so all interface aspects relating to it shall be as for streets – see above
- Building design addresses and overlooks laneways to improve safety through casual surveillance.
- Nil building setbacks permitted to laneways for first 3 storeys.
- Upper floors above 3 storeys are set back at least 4m from laneways to provide adequate separation between facing buildings.
- Additional setback and height controls apply to the interface with the Victoria Park Precinct to minimise impact on neighbours.

## **Resource Efficiency**

- The Town's *Design Guidelines for Development Above 3 Storeys* requires resource efficiency to be addressed at the design phase and considered in the assessment of any application. Those

Guidelines will be the subject of review with a view to requiring standards in excess of those prescribed in legislation for this scale of development to reflect more advanced approaches to resource efficiency rather than compliance with minimum standards as they apply in Western Australia.

## **2.6.7 TRANSPORT & ACCESS**

### **Movement Network**

- Improve physical linkages for all modes of transport to Burswood Peninsula Precinct as the Causeway and Burswood Station redevelopments will have a strong symbiotic relationship and the link will provide important physical and social connections between the new communities and the existing Town.
- Connect to strategic Perth inner area network via future CAT bus or alternative transit system linking the Perth CBD, the Burswood Peninsula, Burswood Station and Causeway Bus Port utilising Burswood Road.
- Actively encourage use of public transport to reduce demand for employee and visitor parking, reduce traffic and to reduce greenhouse gas emissions.

### **Pedestrian & Cyclist Access**

- Improve connections to parklands, river path network, bus port, train stations and Albany Highway with better/more paths and improved crossing conditions at major roads.
- Consider potential grade separated crossing for pedestrians/cyclists at Great Eastern Highway and Burswood Road.
- Provide an additional pedestrian link to the park from Burswood Road in the vicinity of Howick Street as this will provide a direct route for many in the neighbouring residential area.
- Upgrade Hawthorne Place to form a visual and pedestrian link to park from the retail activity hub.
- Require bicycle end of trip facilities to be provided in all new developments above three storeys in height incorporating commercial floor space.

### **Traffic Movement & Road Patterns**

- Existing road network can accommodate additional traffic with some modifications.
- Future signalisation at intersection of Great Eastern Highway, Burswood Road north and Victoria Park Drive to improve traffic flow and provide a more direct link between Burswood Peninsula, the commercial core and the centre of Victoria Park.
- Install a roundabout at the intersection of Teddington and Burswood Roads to allow safer turning movements and denote the centre of the activity hub to improve legibility and identity.
- Consider potential modifications to the intersection of Great Eastern Highway and Shepperton Road
- Consider potential modifications to the intersection of Shepperton Road and Teddington Road
- Make provision for the future widening of Shepperton Road and its gateway landscape treatment.
- When designing street upgrades, allow for a future transit system to utilise Burswood and Teddington Roads.



## **Laneways (Rights Of Way)**

- Provide vehicle access to buildings off laneways to maximise on-street car parking, improve pedestrian safety and amenity, improve streetscape through removal of driveways and garage doors, extend the active main street frontage and provide less disruption to traffic flows.
- Retain, upgrade and improve the existing network of laneways within the Causeway Precinct.
- Acquire the section of land needed to provide continuity along the proposed mini-street behind Burswood Road.
- Widen laneways to 7m to provide acceptable standards in terms of function and amenity.
- Where laneway widening is undertaken and private land must be ceded, the area of land involved is still used to calculate yield and plot ratio.
- See Section 3.3.3 for specific details on upgrading the laneway adjacent to GO Edwards Park.

### **2.6.8 PARKING**

- Commercial and residential parking for new developments contained on site.
- Provide strong encouragement for public transport use to emphasise need for sustainability and reduce demand for parking, particularly by employees.
- Require bicycle parking facilities to be provided in all new developments.
- Standard commercial parking rates apply with scope for future reduction if non-car travel reduces demand for parking bays.
- Residential parking standards relaxed to 1.5 bays per dwelling and 1 bay per 1 bed dwelling.
- Reciprocal parking rights permitted in some circumstances.
- On-street parking maximised for visitor use without compromising streetscape quality/amenity.
- Casual visitor parking provided along the edge of GO Edwards Park, in Hawthorne Place and at the end of Burswood Road near Asquith Street.
- Investigate opportunity to lease car parking in the rail reserve to cater for some of the northern Precinct demand.

### **2.6.9 DESIGN FOCUSSED DEVELOPMENT APPLICATION PROCESS**

- All applications for development above 3 storeys are assessed under the adopted Town of Victoria Park's *Design Guidelines for Development Above 3 Storeys*.
- The Town's Design Review Committee provides comment on proposals above 3 storeys. This is an independent panel of consultants representing a range of disciplines who provide an opinion to assist Council decision making.
- For significant or complex developments, the Design Review Committee may meet with the applicant/consultant/owner as required to assist in achieving a quality built form outcome.

## **3.0 IMPLEMENTATION**

### **3.1 IMPLEMENTATION STRATEGY OVERVIEW**

This Final Report contains the rationale and proposals for undertaking amendments to the current Town of Victoria Park Town Planning Scheme No.1 (TPS) as they relate to the Causeway Precinct.

It is important that in addition to undertaking amendments to the Town Planning Scheme that Council also demonstrates commitment to the revitalisation of the Causeway Precinct. This should occur through ensuring quality development utilising the Council's Design Review Committee and by implementing a program of capital works with an appropriate funding and staging plan to provide a catalyst for private investment and development.

The final element which will assist in achieving revitalisation of the Causeway Precinct is for Council to actively promote and communicate the changes required to both the Town Community and the wider community to achieve a level of recognition and confidence necessary to bring about the revitalisation.

Development within the Causeway Precinct will form part of the ongoing population growth of the Town. With regard to community facilities within the Town a draft report has been prepared by the Town's Manager Community Development titled "Community Facilities for the Town of Victoria Park – 2031" dated February 2007.

The main implication drawn from this report in relation to the Causeway Precinct is in respect to the need identified for an additional playing field within the Town. GO Edwards Park provides one of the few opportunities for additional playing fields within the Town.

A redevelopment of GO Edwards and Charles Paterson Parks would be a highly visible indicator of the Town's plans and commitment to the redevelopment of the Causeway Precinct and also satisfy an identified need for a community facility which would serve the whole of the Town.

### **3.2 AMENDMENTS TO TPS & ROLE OF DESIGN REVIEW COMMITTEE**

Appendices 1.0 and 2.0 contain general development provisions and specific provisions for the designated areas applicable to the Causeway Precinct.

These provisions form the basis for statutory requirements to be included in the Town of Victoria Park Planning Scheme No.1 (TPS).

Council recognises that the design quality of larger buildings is of concern to the community and accordingly has produced comprehensive Design Guidelines for buildings above three storeys in height. The Design Guidelines were initially adopted as Council Policy but have since been included by way of an amendment in the Town of Victoria Park, Town Planning Scheme No 1. These address the complex array of considerations for higher rise development with the intent of achieving high quality design outcomes that benefit the community.

The level of information required at development application stage is expanded for projects subject to these Design Guidelines and many aspects otherwise dealt with at the building license stage need to be addressed in the planning phase to ensure an integrated and well resolved design.

Council's Design Review Committee comprises independent design professionals (architects, urban designers, landscape architects and services and energy engineers) to assess major projects and designs for buildings above three storeys. The preferred approach is for the Committee (or a sub-group) to meet with applicants at the earliest possible stage and explore design approaches

at a concept level prior to design development work. The design development plans and/or final application is viewed by the Committee (with additional meetings where necessary to further improve the design), and recommendations provided to Council for consideration when making a determination on an application.

This process of using both Design Guidelines and a Design Review Committee reinforces the Town's commitment to - and expectation of – achieving quality design outcomes.

### **3.3 CAPITAL WORKS**

#### **3.3.1 Capital Works as a Catalyst to Development**

Any investment by Council in infrastructure and upgrading works will be a catalyst for private development and investment. This will complement amendments to the Town Planning Scheme which will increase the likelihood and timeliness of revitalisation.

While the Causeway Precinct has some distinct advantages with regard to development opportunities, they are not all unique and there is an element of competition between locations for high quality and high value development. In the current market, there is the opportunity for a reasonably quick transformation of the precinct and upgrading of the public realm will assist this. Public works should match private sector quality for best results.

There are good elements already in the Precinct, but some upgrading is required. For example, GO Edwards Park is potentially a substantial asset to the Precinct, but at the moment its benefit is equivocal. Addressing issues of security and view access, for a comparatively small cost, would help make the precinct a very high value one. More substantial redevelopment of this park could significantly improve not only the look of this aspect of the Causeway Precinct but also the whole presentation of the Town along this important frontage.

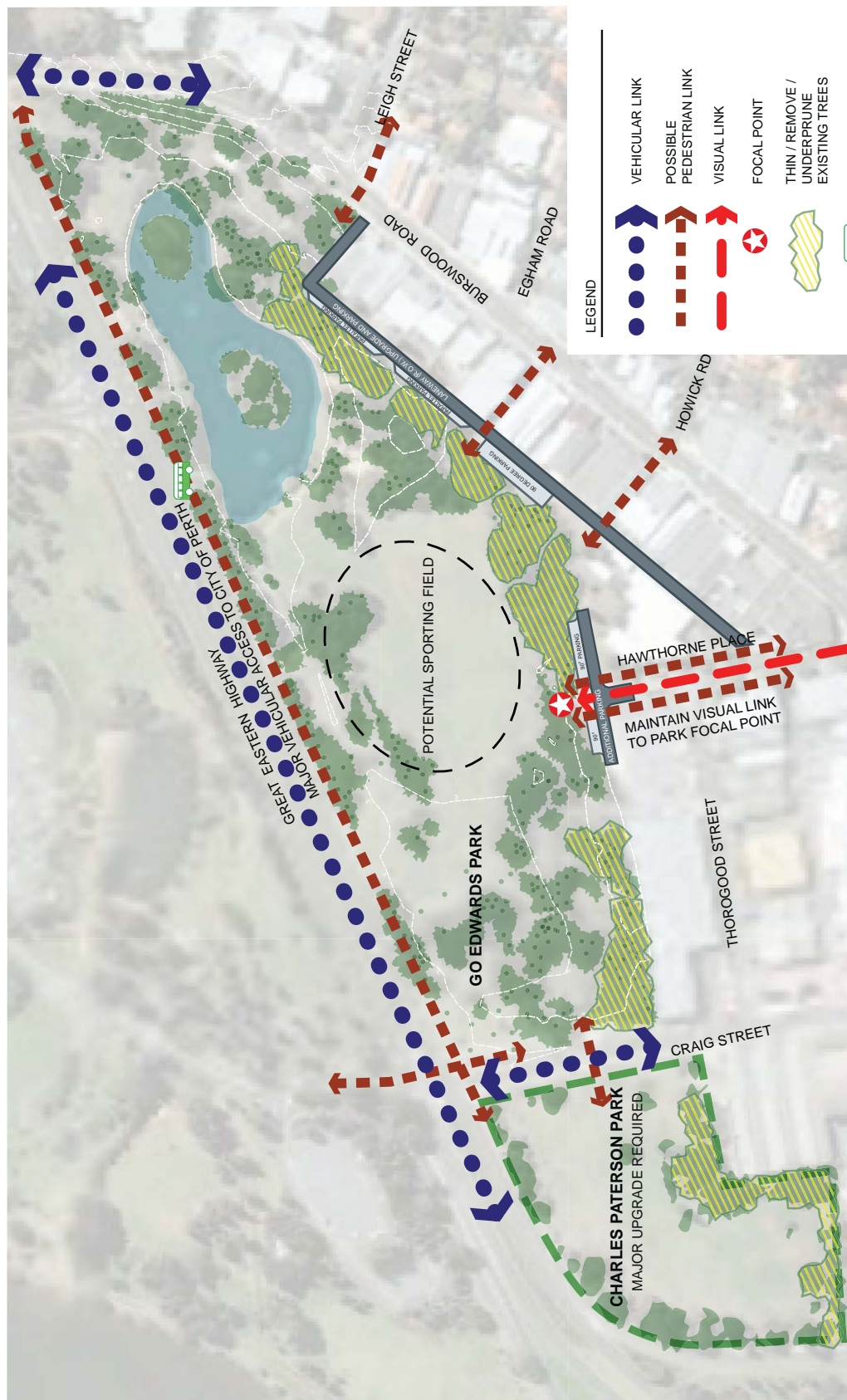
Expenditure by local government on its public spaces, particularly when accompanied by Town Planning Scheme amendments, sends a signal to the market that a particular standard of development is both expected and welcome and the private sector will respond accordingly. This is particularly the case if it is clear that the overall Precinct plan and its accompanying Town Planning Scheme meet not only the current expectations of the market, but also the long term development needs of the Precinct. This will reduce any perceived premium for long term land banking – on the expectation that more intense development will be allowable in the future - and make high standard development in the short and medium terms more likely. This will also be assisted to the extent that maximum development standards, in line with market as well as community expectations, are clearly established in the Town Planning Scheme, with few opportunities for extension beyond that.

This clarity of purpose and well defined planning outcomes make it easier for the Town to promote the precinct and attract the market's attention in a proactive way to attract interest and investment.

#### **3.3.2 GO EDWARDS & CHARLES PATERSON PARK IMPROVEMENTS**

An 'opportunities plan' has been prepared for the GO Edwards and Charles Paterson Parklands as part of the Causeway Precinct Review and is shown in Figure 3.1. The size of the combined park areas provides the ability to accommodate both active and passive recreational uses.

Charles Paterson Park provides a visual landscape setting whilst GO Edwards Park is a recreation park. Over time GO Edwards Park has been landscaped to provide attractive views in from the Great Eastern Highway frontage. As industrial buildings have historically backed onto the lane beside the park, dense planting has been undertaken to screen the buildings from view and provide a green backdrop to views from within the parks and from the Highway.



*Figure 3.1: Opportunities Plan for Public Open Space*



The dense planting that currently screens the rear of buildings needs to be modified to enable views into the parkland from the new “mini-street” and the apartments. Without this visibility the park will remain unsafe, limited redevelopment will occur (no views and limited sunlight) and the value of this asset will go unrealised.

The park areas have environmental qualities which should influence the preparation of the Concept Plan for the parks and include the following considerations:

- Review the location of parking to minimize disturbance of existing trees;
- Recognise that public safety issues need to be addressed that may impact on some environmental aspects and thus require additional works to offset that impact;
- Develop habitat protection strategies for birds/tortoises and any other fauna utilising the site; and
- Develop an integrated plan for environmental management, creation of new habitat and protection of existing habitat for the Precinct and its wider environs.

Proposed pedestrian links from Burswood Road at the end of Egham Road and Howick Street will improve direct access from the adjacent residential areas through to GO Edwards Park, in addition to the access via Hawthorne Place. A focal point at the end of Hawthorne Place within the Park will add interest to this vista into the Park and help draw people into the Park.

Lot 12 (137-9) and Lot 125 (141-3) Burswood Rd. are in common ownership and abut the existing laneways (ROWs) connecting GO Edwards Park and Burswood Road. Negotiations with the owner of these lots provide the opportunity with future redevelopment for both securing the continuity of the laneway along the edge of GO Edwards Park and improved pedestrian connections from Burswood Road, through to the Park.

Two options are therefore identified for the pedestrian connection being the rationalisation of the laneways abutting 137 – 143 Burswood Road to provide a sufficiently wide pedestrian connection through to the Park or the acquisition of Lot 101 (125) Burswood Road.

Longer term development of the GO Edwards Park includes provision for a sporting field as a need has been identified for additional playing fields within the Town. This will create additional activity and use of what is a currently under-utilised recreational asset.

As part of considering GO Edwards Park, the provision of a grade separated pedestrian crossing near the intersection of Craig Street and Great Eastern Highway was assessed. This could provide a pedestrian link under or over Great Eastern Highway linking the Causeway Precinct and adjacent areas to the Burswood Peninsula and the Swan River.

The implications for a pedestrian bridge are as follows:

- Reduced risk of pedestrian/cyclist/traffic related accidents for pedestrians users of grade separated crossing.
- High cost.
- The bridge would be a Main Roads Asset and it is likely that support would be limited for this proposal on an amount of use and installation/maintenance cost basis. MRWA would have standards on usage versus viability. (i.e. cost/benefits)
- Potential high construction costs associated due to soil profile which ranges from imported fill, sand, deleterious material, industrial fill to domestic rubbish, plus working within an active highway environment.
- Potential costs and environmental risk associated with possibility of disturbance to acid sulphate soils.
- Utility of a bridge would be reduced as it would have about 95m of ramp lengths on each side

based on a bridge clearance height of 6 metres from road level and ramp grades at 1 in 14 no longer than 9m to a landing area.

- Total length of walk over Great Eastern Highway would be approximately 240m total due to ramp lengths

The implications of a pedestrian underpass area as follows:

- Reduced risk of pedestrian/cyclist/traffic related accidents for pedestrians users of grade separated crossing.
- High cost.
- The underpass would be a Main Roads Asset and it is likely that support would be limited for this proposal on an amount of use and installation/maintenance cost basis. MRWA would have standards on usage versus viability. (i.e. cost/benefits)
- Potential high construction costs associated due to soil profile which ranges from imported fill, sand, deleterious material, industrial fill to domestic rubbish, plus the cost of boring/tunnelling as closing an important highway would not be likely to be accepted as a construction option.
- Potential high costs and environmental risk associated with possibility of disturbance to acid sulphate soils during construction.
- High operational costs due to continuous pumped drainage requiring an outlet to the river.
- Major crime and safety concerns due to lack of surveillance of pedestrians in underpass.
- Utility of an underpass would be reduced as it would have about 65m of ramp lengths based on underpass headroom, road construction and concrete structure of about 4 m. and ramp grades at 1 in 14 no longer than 9m to a landing area provided that handrails and kerbing were installed.
- Total length of walk under Great Eastern Highway would be 170m due to ramp lengths. Over 75% of the length of the ramps would also have to be constructed with balustrading at the upper level to prevent any risk of people falling into these 'slots' in the landscape.

Dr Wendy Sarkissian, a prominent Social Planner engaged by developer Mirvac Fini, has commented previously on a suggestion that an underpass be built under Great Eastern Highway linking the Burswood Lakes (now known as "The Peninsula") development to the Town. Her comments were as follows:

*"A detailed CPTED analysis is to be undertaken for the site and its relationships to the Town and the train station. We believe that this analysis will inevitably yield the conclusion that a pedestrian underpass is an inappropriate way of linking the precinct with the wider community. There are few examples of successful pedestrian underpasses and, even when they can be made safe in terms of visual surveillance, they are often smelly and unattractive places that are likely to be avoided by legitimate users."*

*We believe that the existing infrastructure will be used by the residents of Burswood Lakes for the reasons set out in Working Paper 1 and believe that it is not necessary to provide this sort of pedestrian link. The wide research literature on the CPTED problems with pedestrian underpasses can be provided if necessary."*

Based on the above considerations the acceptable solution for pedestrian movement across Great Eastern Highway in this locality would be to incorporate pedestrian phases into the existing traffic lights at Great Eastern Highway/Craig Street and Great Eastern Highway/Bolton Avenue and also into the proposed traffic lights at Great Eastern Highway/Victoria Park Drive.

The implications of improved at grade pedestrian crossings along Great Eastern Highway would be as follows:

- Higher risk of pedestrian/cyclist/traffic related accidents compared to grade-separated

crossing.

- Low cost option to construct and maintain.
- More efficient as access is provided on as needs basis rather than on a continuous basis
- Limited crime and safety concerns due to surveillance of pedestrians at street level.
- Total length of walk across Great Eastern Highway at grade would be only 32 m.

However, the route of the Principal Shared Path along the railway line will be reviewed and there may be some merit in the route changing at Howick Street to the western side of the railway line given the steep embankments on the eastern side of the railway line approaching Great Eastern Highway. Changing the route to the western side of the railway line would require a bridge for pedestrians/cyclists parallel and perhaps attached to the existing Railway Bridge over Great Eastern Highway.

Additional car parking has been provided along the new mini-street flanking GO Edwards Park and also at the end of Hawthorne Place.

A detailed Concept Plan should be prepared for the combined parklands addressing all of the issues in this report with a focus on improving amenity and safety and the overall appeal of the Parks both externally and internally.

### **3.3.3 Laneway (Right-of-Way) Treatment**

The laneways within the Causeway Precinct provide an opportunity for alternative means of access to properties which would have the benefit of maximising on street car parking, providing better levels of pedestrian safety and amenity and providing less disruption to traffic flows particularly on Burswood Road and Teddington Road.

Figure 3.2 Right of Way – Indicative Sections forms the basis of the land requirements and upgrading of all of the laneways within the Causeway Precinct. The laneways within the Precinct should ultimately be widened to 7m to provide acceptable standards in terms of function and amenity.

Additional car parking can be provided adjacent to the laneway running along the southern edge of GO Edwards Park and development of properties adjacent to the park needs to have regard to the requirements for passive surveillance of the Park and other security issues and is shown in Figure 3.3.

It is important to negotiate with the owners of Lot 12 (137-139) Burswood Road, to secure the extension of the laneway through the rear of their site, so it is continuous.

It may be worth Council considering the proposition that if owners of properties adjacent laneways agree to the ceding of the land for the widening of the laneways then Council would commit to the upgrading works immediately as an incentive for this to actually occur.

### **3.3.4 Burswood Road & Teddington Road Streetscape Works**

Extensive streetscape works are proposed within the Precinct, initially focussing on Burswood and Teddington Roads including at this intersection to improve safety and provide an obvious location for the local retail hub for the Precinct. The type of works envisaged is shown in Figures 3.4, and 3.5.



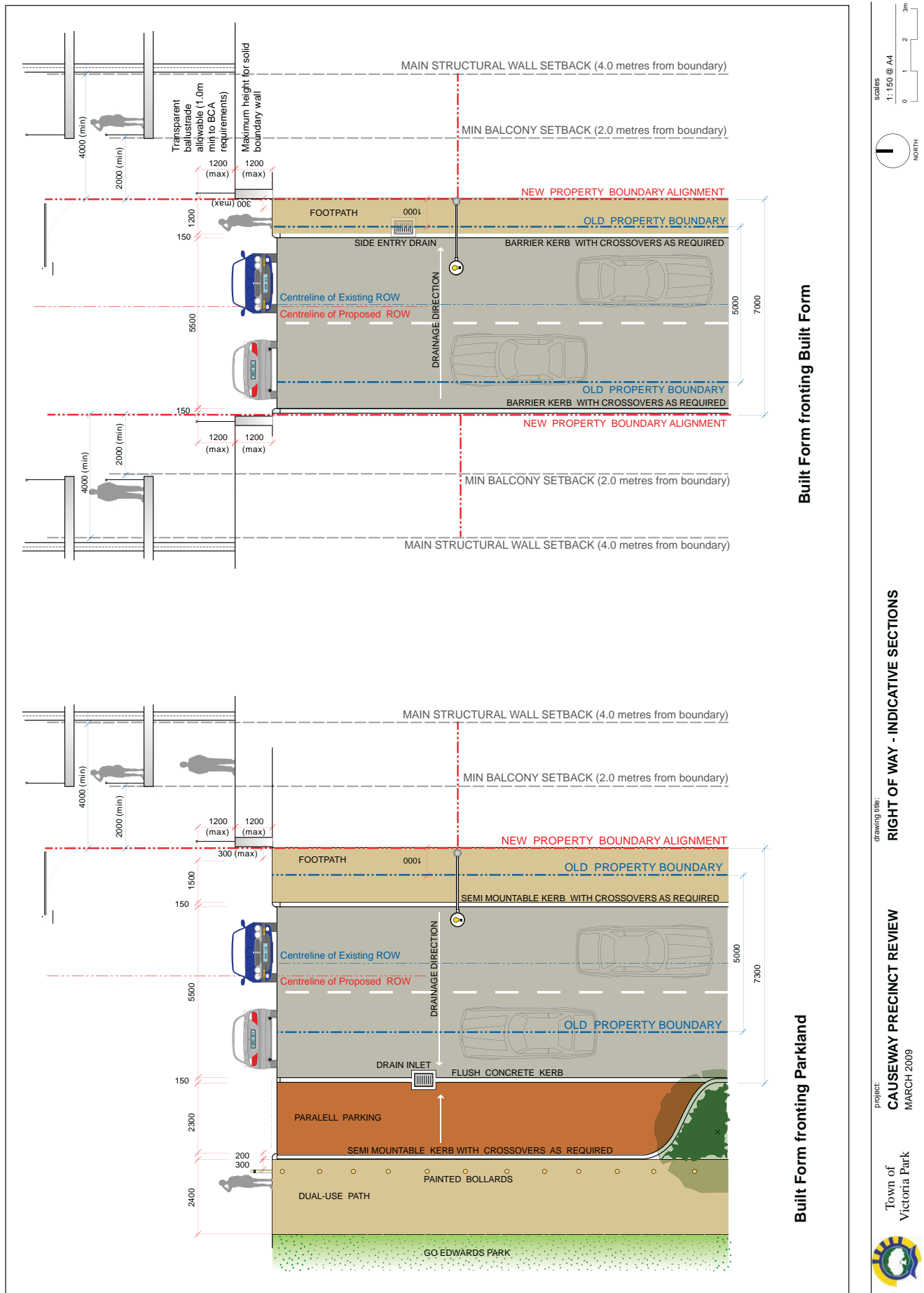


Figure 3.2: Right Of Way - Indicative Sections



Figure 3.3: Right Of Way Upgrade & Parking

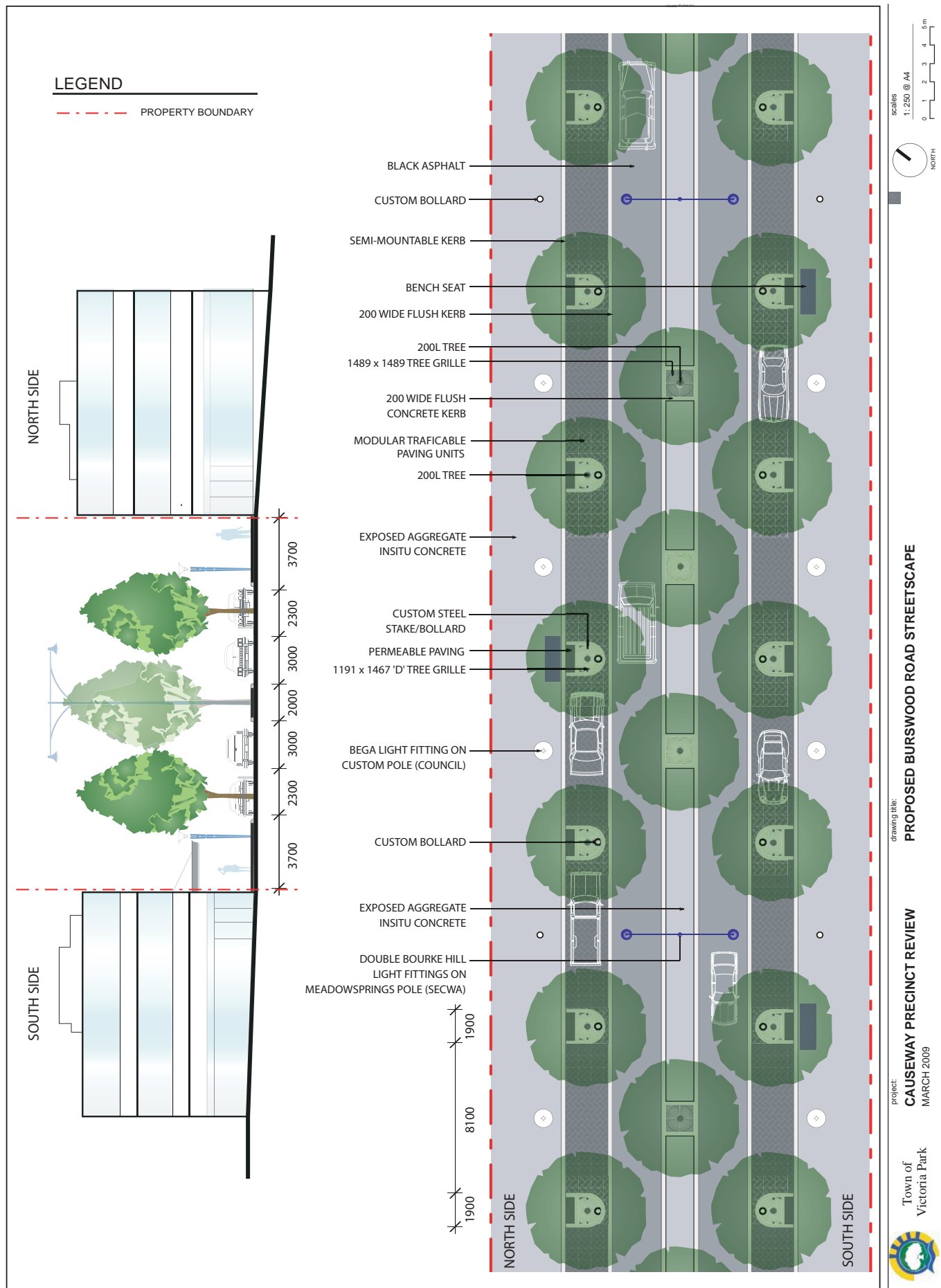


Figure 3.4: Proposed Burswood Road Streetscape



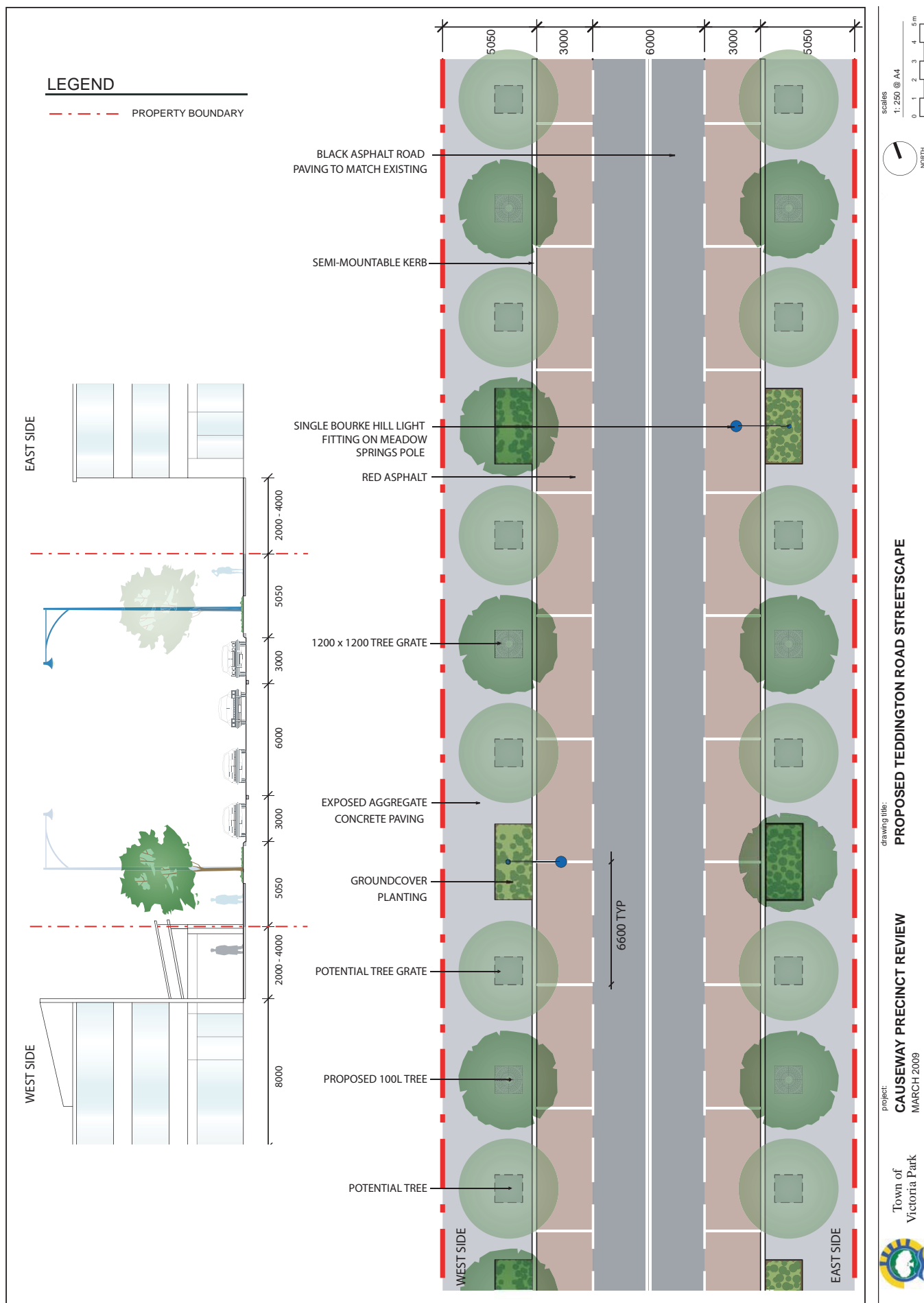


Figure 3.5: Proposed Teddington Road Streetscape

### **3.4 FUNDING & STAGING**

#### **3.4.1 Capital Works Staging & Costs**

There are essentially two groups of capital works, one relating to managing traffic and the other to the development of public spaces. The distinctions are as follows:

##### **ROAD WORKS TO MANAGE TRAFFIC:**

- Signalisation of GE Highway and Burswood Road.
- Clearways in Teddington Road.
- Roundabout at Burswood Road/Teddington Road.
- Potential modifications to the intersection of Great Eastern Highway and Shepperton Road.
- Potential modifications to the intersection of Shepperton Road and Teddington Road.

##### **DEVELOPMENT OF PUBLIC SPACES:**

- Streetscape works in Burswood Road/Teddington Road.
- Streetscape works in other roads in Precinct
- Laneway works, pedestrian links and parking adjacent GO Edwards Park
- Safety upgrade of Parks
- Functional/amenity upgrade of Parks

Preliminary capital works estimates have been prepared for various time frames based on current day costs to determine the order of costs relative to rate revenue and the overall value of development that would be generated through the revitalisation of the Precinct.

##### **SHORT TERM (< 5 YRS) \$ 1.5M**

- Signalisation of GE Highway and Burswood Road Nil cost\*
- Clearways in Teddington Road \$3K
- Safety upgrade of Parks \$45K
- Potential modifications to the intersection of Great Eastern Highway and Shepperton Road \$350K\*\*
- Potential modifications to the intersection of Shepperton Road and Teddington Road \$750K\*\*

\* Council would seek to include this project within the Main Roads WA (MRWA) funding programme. If this was not successful the cost of the works would be in order of \$350,000.

It should be noted that the staging of the Burswood Road roundabout and streetscape works in Burswood Road and Teddington Road would logically coincide with the underground power programme for the locality. Those works are therefore notionally identified as Medium Term.

##### **MEDIUM TERM (5 – 10 YRS) \$ 12.1M**

- Land Acquisition, Building modifications and roundabout construction at Burswood Road/Teddington Road \$0.5M
- Laneway works (including land swap required for laneway), pedestrian links (including land acquisition) and parking adjacent GO Edwards Park \$1.3M

- Streetscape works Burswood Road/Teddington Road \$5.0M
- Public Art in above works \$0.3M
- Potential grade separated crossing for pedestrians/cyclists at Great Eastern Highway and Burswood Road \$5.0M\*\*

### **LONG TERM (> 10 YRS) \$ 2.7M**

- Streetscape works in other roads in Precinct \$1.0M
- Functional/amenity upgrade of Parks \$1.0M
- Public Art in above works \$0.7M

\*\* These three capital works projects were identified as potential additional works following the public consultation period for the CPR Draft Report and were not included in the original estimates. The two intersection treatments propose lane modifications to reduce delays at the intersections. The grade separated crossing is to provide a better and safer crossing for pedestrians and cyclists. These estimates are very preliminary and are significant, adding another \$ 6.1m to the capital works expenditure.

In summary the preliminary estimates for capital costs for all works identified would be in the order of \$16.3m.

Lot 12 (137-9) and Lot 125 (141-3) Burswood Rd. are in common ownership and abut the existing laneways (ROWs) connecting GO Edwards Park and Burswood Road. Negotiations with the owner of these lots provide the opportunity with future redevelopment for both securing the continuity of the laneway along the edge of GO Edwards Park and improved pedestrian connections from Burswood Road, through to the Park.

Two options have been identified for additional pedestrian connections to GO Edwards Park from Burswood Road. These are the rationalisation of the laneways abutting 137-143 Burswood Road to provide a sufficiently wide pedestrian connection through to the Park or the acquisition of Lot 101 (125) Burswood Road.

These negotiations should be a priority action to be initiated by Council. In the event that former option cannot be achieved, the Council should then consider bringing forward the acquisition of Lot 101 Burswood Road into the short term staging of capital works (i.e. within 5 years).

### **3.4.2 Capital Works Costs Relative to Development & Rates**

Capital works costs have been considered related to the value of development that would be generated within the Precinct and the rate income from the Precinct during and after the redevelopment of the Precinct. The latter estimates have been prepared primarily to inform the question of whether there is a case to consider private land owner contribution to capital works costs.

If every privately owned lot within the Precinct were developed or redeveloped to its maximum development potential contemplated under the Preferred Concept, the value of that development would be in the order of \$600m. This compares to the estimated capital works costs of \$16.3m. A comparison of capital works costs and rate income for the short, medium and long term is detailed in the following table to determine the net cost/income for the Precinct. For the purposes of determining rate income the rate of development has assumed to be complete to 90% of its potential by 2031, that is, in 25 years. Approximately \$0.77 million in rates is currently collected from the Precinct. It is estimated that by 2031 this will rise to \$3.081 million (in current day dollars).

The estimated change in rate income over the next 25 years is shown in Table 3.1 below (note that all figures are in 2007\$).

\$million (2007\$)	2007 – 2011	2012 – 2016	2017 – 2021	2022 – 2026	2027 - 2031
Capital Works Expenditure	1.500	12.100	2.700		
Total Rates Collected In Period From Precinct	5.237	7.548	9.858	12.169	14.480

*Table 3.1 Indicative Capital Works Expenditure & Rates Income*

The analysis shows that over the period 2007 to 2021 a budgeted total of \$16.3 million of capital works will be spent based on preliminary estimates, while \$22.6 million of rates will be collected over the same period. If there were no new development and rate revenue continued at its current level, total rates collected would be approximately \$11.5 million over the period, indicating that new development will be responsible for a net increase in rate revenue of approximately \$11 million over the period from 2007 to 2021.

### **3.4.3 Private Sector Contribution to Infrastructure**

The matter of developer contributions to capital works has been considered by Council. Consideration included legal mechanisms for contributions, principles for contributions, town planning scheme provisions, a specified areas rate, funding sources and arguments for and against developer contributions.

There is general agreement by Council for the proposal that a Specified Area Rate is an appropriate mechanism to apply the costs of some of the works to land owners within the Causeway Precinct.

This view is based on the considerations that the estimated current day costs of the works is now in excess of \$16m. as a result of additional works identified following the public consultation process and the majority of the capital expenditure is too large to be accommodated from rate revenue. While there are a number of other potential sources including grants, these cannot be guaranteed.

A Specified Area Rate has the advantage of providing flexibility as it is applied on a year to year basis and decisions can be made on the works and appropriate sources of funds on that year by year basis. There is a clear set of principles in the application of a Specified Area Rate which in summary require there to be nexus between the works and benefits to the Precinct. Some works identified clearly have benefits for the whole district beyond the Precinct, some for the Precinct only and others for both the district and the Precinct.

Underground power works may need to be undertaken as part of streetscape enhancements in advance of any Government co – funded scheme for the provision of underground power. In this instance there is a directly attributed benefit to properties, the capital costs are significant and therefore these costs should be met by land owners.

## **3.5 MANAGEMENT & COMMUNICATION OF CHANGE**

The process of formulating the Approved Concept for the Causeway Precinct has been rigorous, taking into account, in detail, the role and function of the Precinct in the Town and in its wider region, to produce the best overall outcome for the community of the Town of Victoria Park.

There are several over-riding factors which make compelling the overall objective to create an area of relatively intensive mixed use development in the Precinct. These have been canvassed elsewhere



in this report, but in summary they include:

- The need to rejuvenate a run-down area;
- Its location with regard to the town centre, the Perth CBD, the Burswood Peninsula and the airport;
- Its local amenity, particularly access to parks and the river;
- The opportunity to provide high value economic activity;
- The opportunity to expand the diversity of housing stock in the Town of Victoria Park;
- The opportunity to reduce development pressure in other parts of the Town.

Following the completion of the Town Planning Scheme amendment process, the revitalisation process should be promoted.

The channels for communicating the positive aspects of the concept vary, but are inexpensive and easily administered. They include:

- Information on website
- Brochures
- Information sessions to real estate agents, landowners and developers.

Following adoption by the Council, the main objective is to ensure development of the highest standard consistent with the Approved Concept.

## **4.0 REFERENCES**

1. Town of Victoria Park, Town Planning Scheme No.1
2. Final Report – Causeway Precinct Traffic and Parking Study
3. Network City: Community Planning Strategy for Perth and Peel 2004.
4. Town of Victoria Park Urban Design Study - October 2000
5. Town of Victoria Park Local Commercial Centres Strategy - September 2003
6. Town of Victoria Park Strategic Plan 2004 -2013
7. Draft Final Report - Burswood Station Precinct Development Review -August 2005
8. Draft Report - Community Facilities for the Town of Victoria Park – 2031 - February 2007
9. Reasons for Decision of the Tribunal - Avalon West V. Town of Victoria Park [2006] WASAT 311

## APPENDICES 1.0 & 2.0

## APPENDIX 1.0: GENERAL DEVELOPMENT PROVISIONS

A general description of development provisions has been prepared to form the basis of an amendment, which would be required to the current provisions of the Town of Victoria Park Town Planning Scheme No.1 in respect to the Causeway Precinct. Appendix 2.0 – Development Provisions for Designated Areas would also form part of the amendment to the Town Planning Scheme.

An “Office/Residential” zoning is proposed for the whole of the Causeway Precinct to reflect the proposed mixed use nature. The Draft Zoning Table in Figure A1.1 illustrates the acceptability of various uses within the Precinct. A description of the Use Classes is contained within the Town Planning Scheme.

### 1.1 ZONING TABLE

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 House, Grouped Dwelling, Aged or Dependent Persons' Dwelling,	P
Warehouse	X

P – Permitted Use

AA – Discretionary Use

X – Prohibited Use

\* Shop uses should primarily be limited to “2.8 Area 8 – Retail Hub Overlay” with the total shop floor space within the Precinct being limited to 1400m<sup>2</sup>.



## **1.2 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.

## **1.3 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.

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

## **1.4 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 4m<sup>2</sup> 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 10m<sup>2</sup> 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 16m<sup>2</sup> and minimum dimension of 4m.

## **1.5 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.

## **1.6 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 16m<sup>2</sup> per unit with a minimum of 8m<sup>2</sup> 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 8m<sup>2</sup> 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.

## **1.7 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 85m<sup>2</sup>.

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 60m<sup>2</sup>. 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 m<sup>2</sup>.

## **1.8 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.

## APPENDIX 2.0 : 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 this report. 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.

Additionally there are several matters that affect design and built form outcomes that will apply throughout the Causeway Precinct. Some of these matters will require an amendment to the current Town Planning Scheme. These are addressed in Appendix 1 and include:

Provision of affordable housing through a range of unit sizes and single bedroom dwelling incentives

Laneways access and widening

Appropriate parking standards for residential development

Balconies excluded from calculation of plot ratio

Minimum balcony size for mixed use developments

The provision of communal open space in mixed use developments.

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.

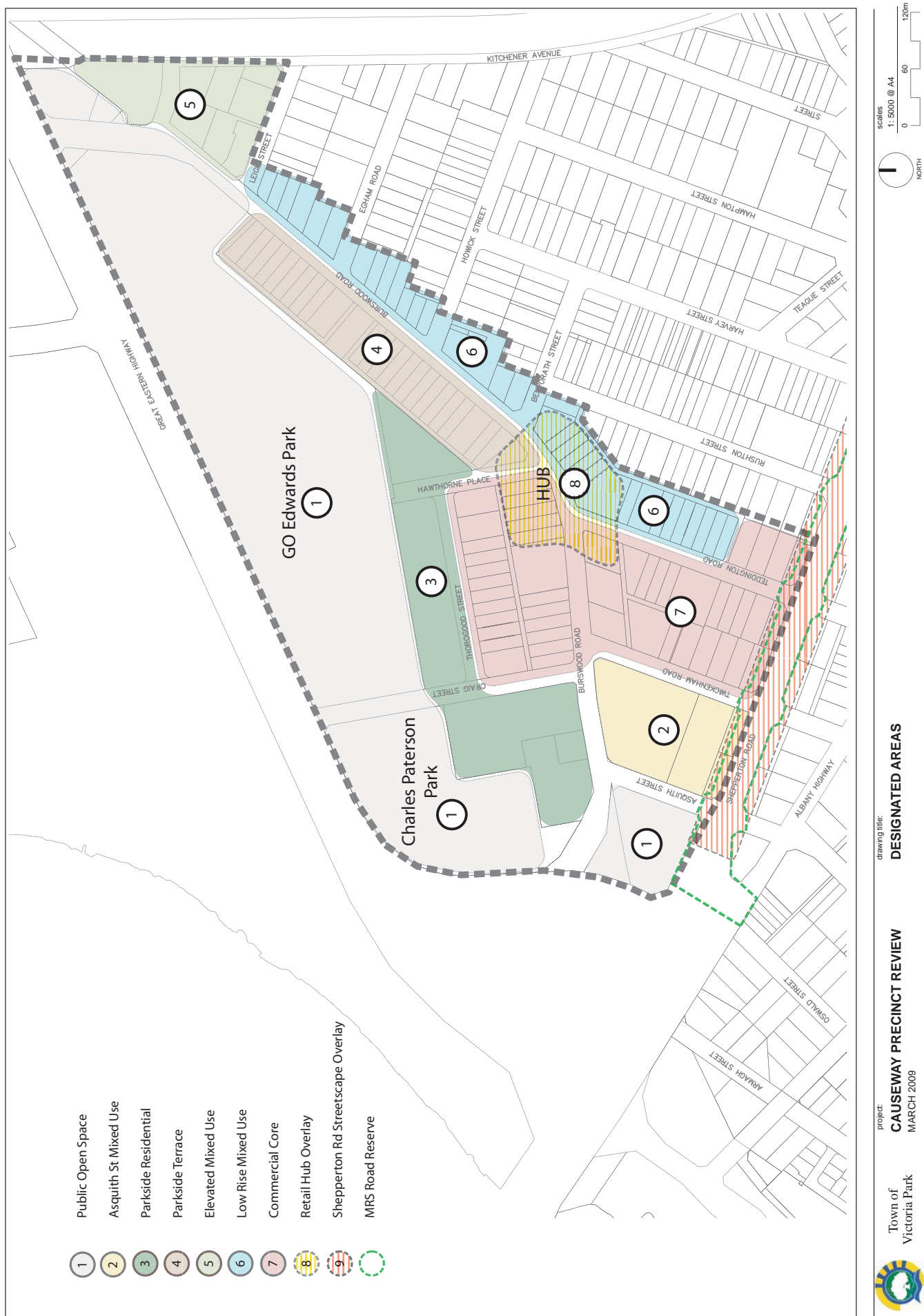


Figure A2.1: Designated Areas  
Causeway Precinct Review Final Report (Modified)



## 2.1 AREA 1 PUBLIC OPEN SPACE

**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.*

**Land use:** Public open space of G.O Edwards Park and Charles Paterson Park used as passive and active parklands.

**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.

**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.

**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.

## 2.2 AREA 2 ASQUITH STREET MIXED USE

*See also Area 9 Shepperton Streetscape Overlay*

**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.*

**Land use:** Residential and/or office/commercial, with a commercial component required to all streets at ground level.

**Density:** R160

**Plot ratio:** 3

**B u i l d i n g 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 67.5m), 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 m<sup>2</sup> 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.

**View sharing:** Tower element 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 30 m separation from potential adjacent towers.

**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.

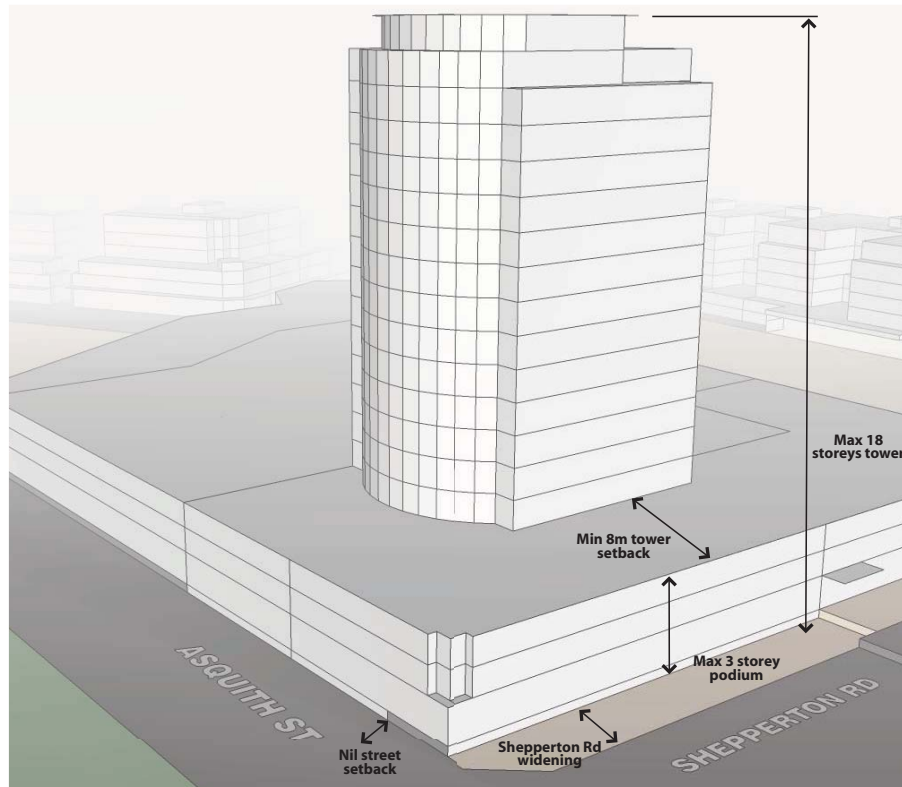
**Access and parking:** All car parking screened from view, no forecourt parking permitted.

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.

**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.



Town of  
Victoria Park

project  
**CAUSEWAY PRECINCT REVIEW**  
MARCH 2009

drawing title:  
**AREA 2 - Development with Tower Element**

scales  
N.T.S.

*Figure A2.2: Development Provisions for Area 2*

## 2.3 AREA 3 PARKSIDE RESIDENTIAL

**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.*

**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 (Lot 1) 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.

**Density:** R160

**Plot ratio:** 3



**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 1,100m<sup>2</sup> 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.

**View sharing:** Tower elements to have maximum building width of 30 m when measured parallel to alignment of Hampton St on the ridge.

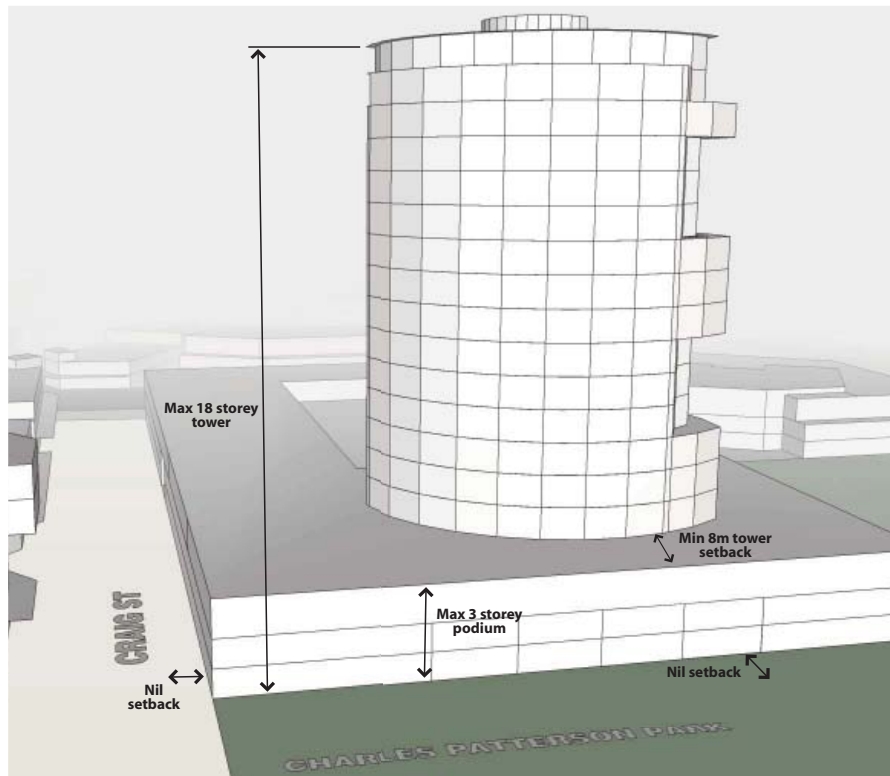
Minimum building separation of 30 m between any two tower elements when measured parallel to alignment of Hampton St. Tower elements to be sited to enable sufficient offset to achieve 30 m separation from potential adjacent towers.

**Setbacks:** Nil setback to all frontages.

Nil side setbacks permitted for podium levels.

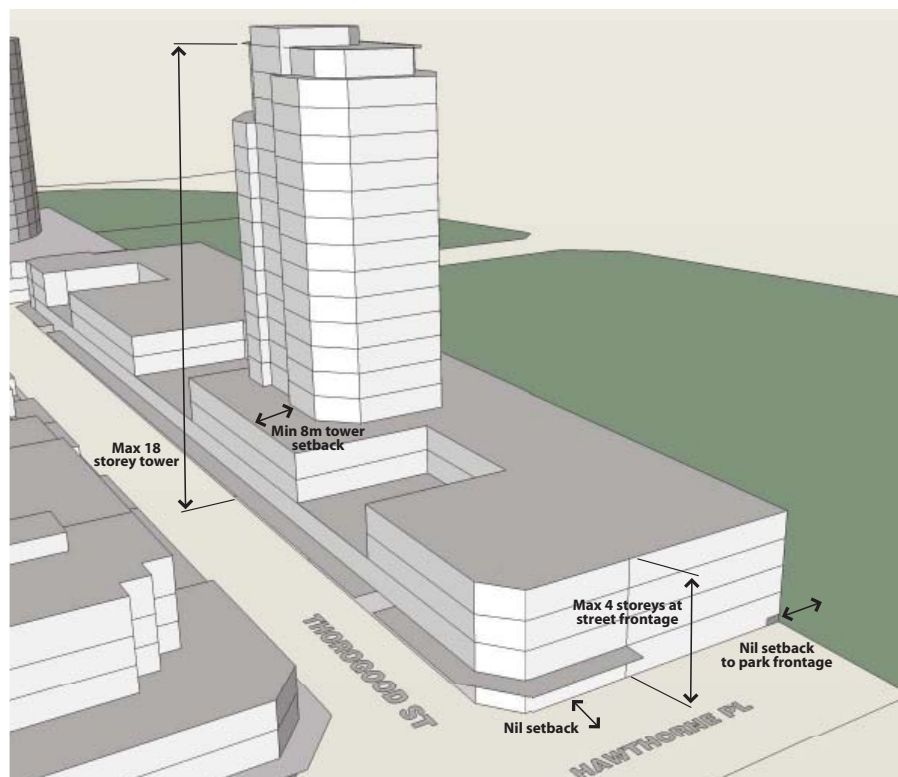
Tower elements setback min 8 m from podium edge at street frontages and 4 m from lane/mini-street.

<b>Access parking:</b>	<p><b>and</b> All car parking screened from view, no forecourt parking permitted.</p> <p>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.</p> <p>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.</p> <p>Parking on upper levels is to be screened by residential and/or commercial development for the majority of the park frontage.</p>
<b>Other:</b>	<p>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.</p> <p>All upper floors are to provide a high level of outlook over the parkland and residential development must provide extensive balconies on this frontage.</p> <p>Provide separate clearly identifiable entries for residential and commercial uses, with adequate pedestrian weather protection at entries.</p> <p>Provide pedestrian entry to developments from adjacent parkland.</p> <p>Buildings with long frontages to parkland shall be appropriately detailed and articulated to reduce their apparent length and bulk.</p> <p>1 m lane widening required on both sides of lane for land abutting Hawthorne Place.</p>



 Town of Victoria Park	project: <b>CAUSEWAY PRECINCT REVIEW</b> MARCH 2009	drawing title: <b>AREA 3 - Development with Tower Element</b>	scales N.T.S.
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*Figure A2.3: Development Provisions for Area 3*



 Town of Victoria Park	project: <b>CAUSEWAY PRECINCT REVIEW</b> MARCH 2009	drawing title: <b>AREA 3 - Development with 6 Storey Built Form</b>	scales N.T.S.
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*Figure A2.4: Development Provisions for Area 3*

## 2.4 AREA 4 PARKSIDE TERRACE

**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.*

**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.

**Density:** R160

**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.

**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.

**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.

**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.

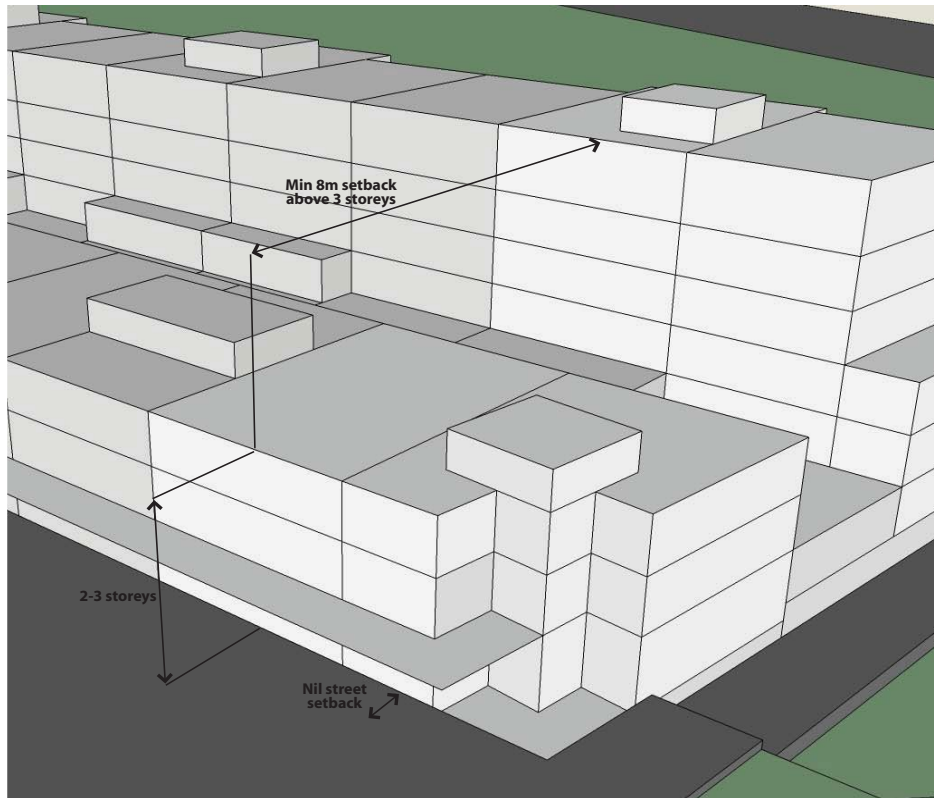
Car parking may directly abut the lane/mini-street at ground level, provided at least 30% of the frontage incorporates a residential component including an entry lobby to the residential complex, that addresses the mini-street frontage. Alternative wall/screening treatments to the remainder of the car park street elevation must be of a high architectural/artistic quality.



**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.



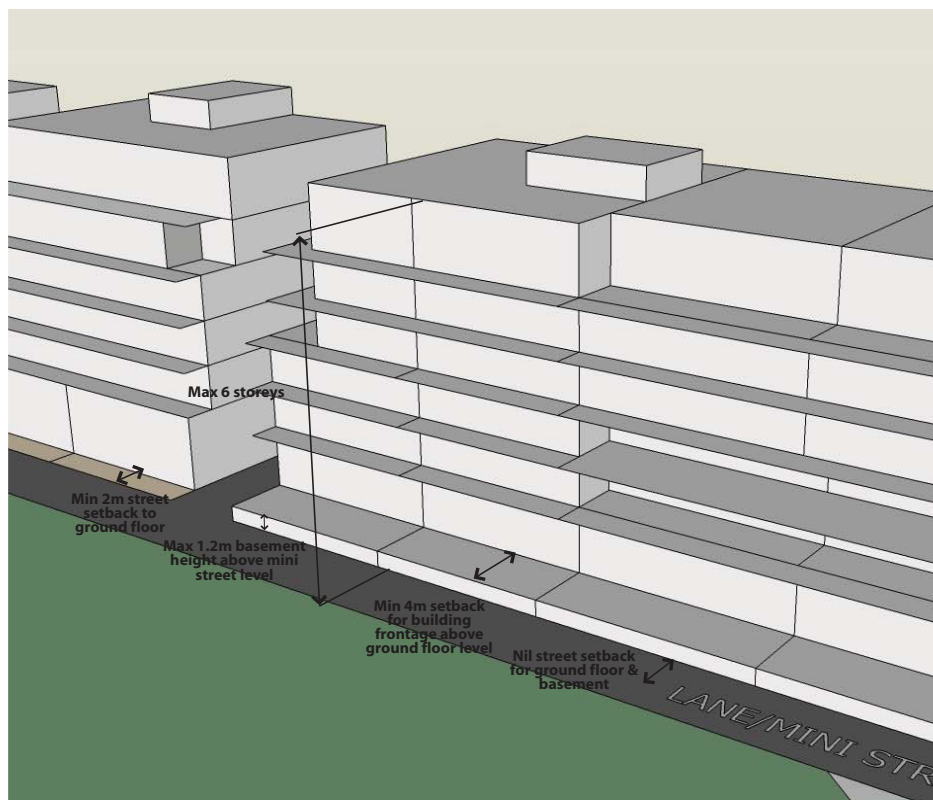
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*Figure A2.5: Development Provisions for Area 4*



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*Figure A2.6: Development Provisions for Area 4*

## 2.5 AREA 5 ELEVATED MIXED USE

**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.*

**Land use:** Residential and or office/commercial with a commercial component required to Burswood Rd at street level.

**Density:** R160

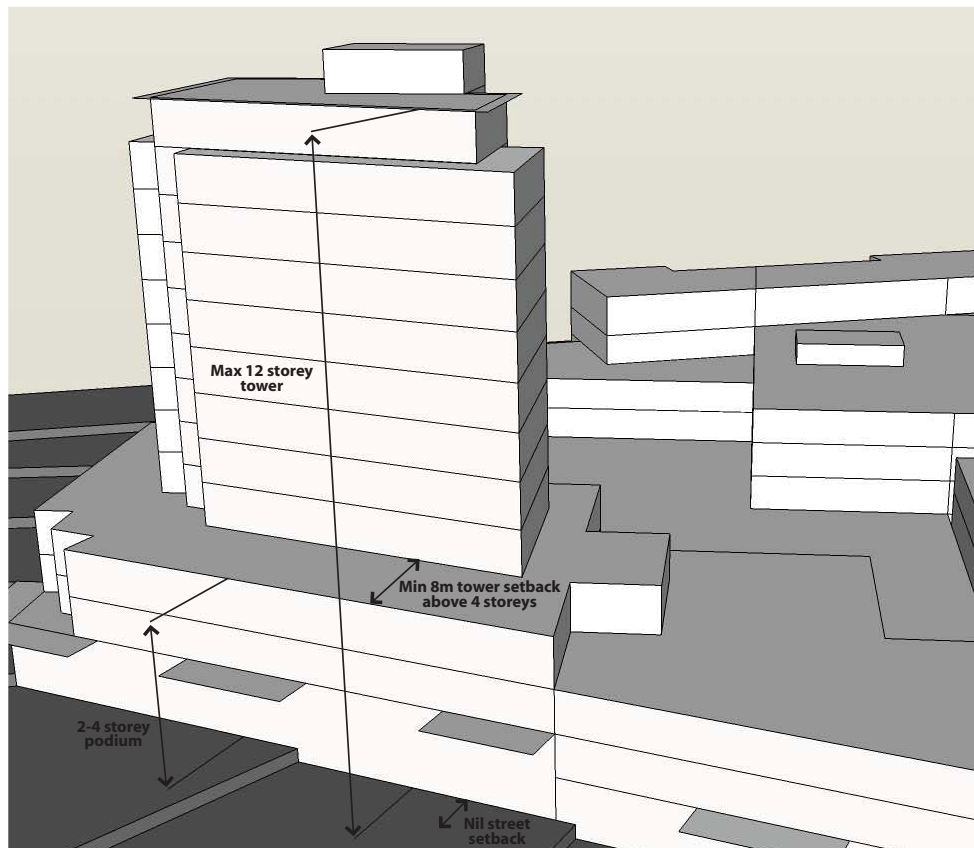
**Plot ratio:** 2. Within residential developments the mandatory commercial floor space at ground level on Burswood Rd is not included in plot ratio.

**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.

<b>Building height and form:</b>	<p>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 m<sup>2</sup>.</p> <p>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 3,000m<sup>2</sup>. 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.</p> <p>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.</p> <p>Maximum gross floor plate area 1,100m<sup>2</sup> for tower element above 6 storeys.</p> <p>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.</p> <p>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.</p> <p>Basement height above footpath level max 1.2 m for flat sites and average 1.2 m on sloping sites.</p> <p>Tower elements roof design shall have regard for the skyline silhouette.</p> <p>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.</p>
<b>Setbacks:</b>	<p>Nil setback permitted to all street frontages. Upper floors above 4 storeys setback min 8 m from all streets.</p> <p>Nil side setbacks mandatory for at least the first 2 levels to establish continuity of built form to street frontage.</p> <p>Balconies may project into the setback area max 2 m.</p>
<b>Access and parking:</b>	<p>No vehicle access off Burswood Rd unless no alternative available.</p> <p>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.</p>
<b>Other:</b>	<p>Provide separate clearly identifiable entries for residential and commercial uses, with adequate pedestrian weather protection at entries.</p> <p>Entries to car parking designed to minimise visual intrusion on street.</p>





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*Figure A2.7: Development Provisions for Area 5*

## 2.6 AREA 6 LOW RISE MIXED USE

**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.*

**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).

**Density:** R60

**Plot ratio:** 1. Commercial and retail floor space at ground level on Burswood Rd frontage is not included within plot ratio.

**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.

**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.

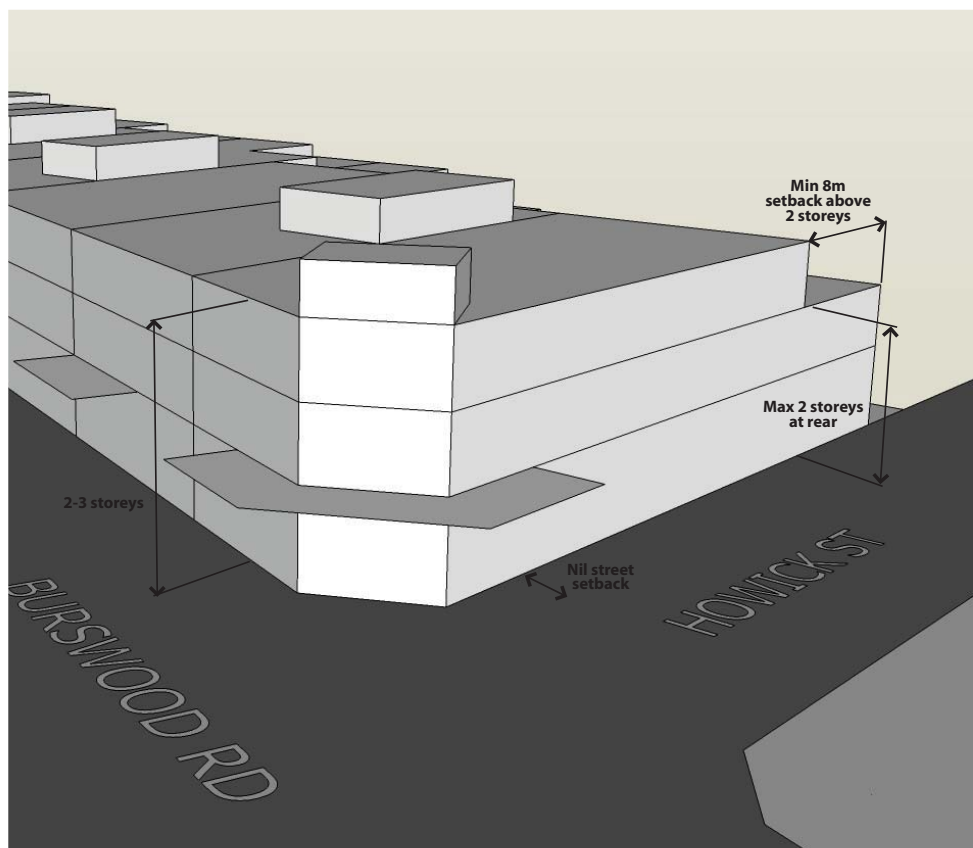
**Access parking:** and No vehicle access off Burswood or Teddington Rds unless no alternative available.

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.

**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.



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*Figure A2.8: Development Provisions for Area 6*

## 2.7 AREA 7 COMMERCIAL CORE

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

**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.*

**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).

**Density:** R160

**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 m<sup>2</sup> abutting Shepperton Rd see Area 9.

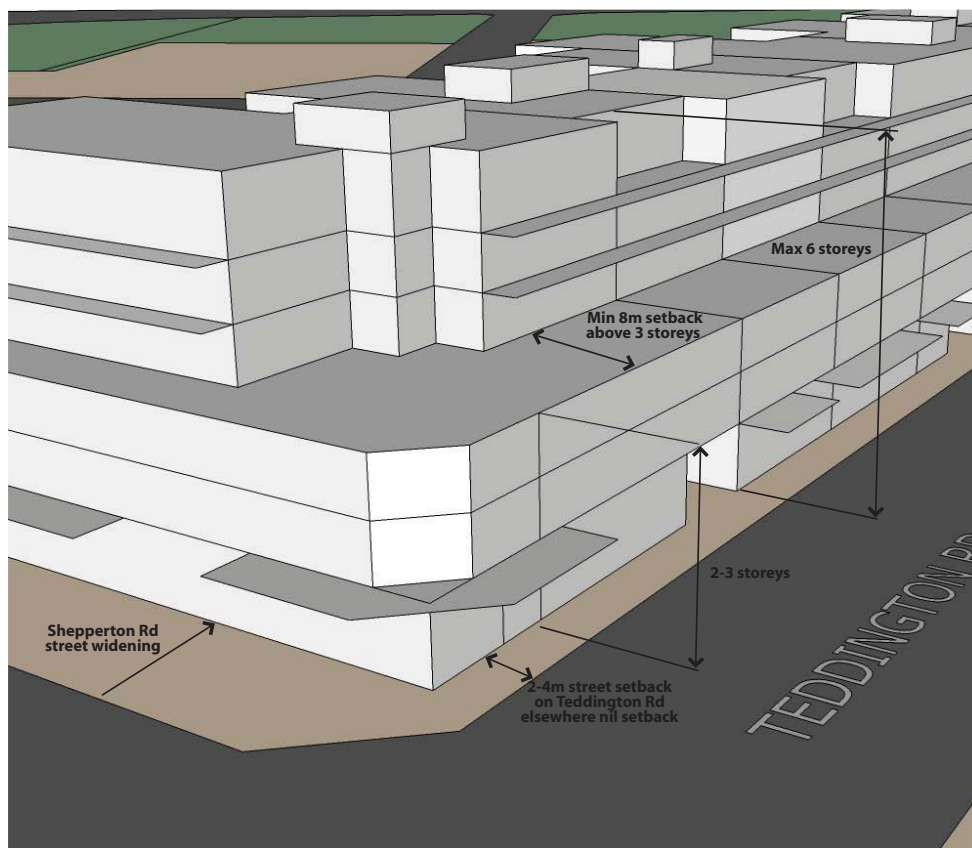
**Building height and form:** Maximum 6 storeys (max 22.5 m) stepping down to minimum 2 storeys (min 7.5 m) and maximum 3 storeys (max 11.25 m) at all street frontages (for Shepperton Rd see Area 9).

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.



<b>Setbacks:</b>	<p>Burswood Rd mandatory nil setback.</p> <p>Teddington Rd between 2 m minimum and 4 m maximum setback.</p> <p>Remaining streets and lanes nil setback permitted.</p> <p>Nil side setbacks mandatory up to 6 storeys to establish continuity of built form to street frontage.</p> <p>All upper floors above 3 storeys setback 8 m from streets and 4 m from lanes.</p> <p>Balconies may project into the setback area max 2 m.</p> <p>Shepperton Rd see Area 9.</p>
<b>Access and parking:</b>	<p>No vehicle access off streets unless no alternative available.</p> <p>All car parking screened from view, no forecourt parking permitted.</p> <p>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.</p>
<b>Other:</b>	<p>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.</p> <p>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.</p> <p>Provide separate identifiable entries for residential and commercial uses within the same development, with adequate pedestrian weather protection at entries.</p> <p>Lane widening required as a condition of development.</p>



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*Figure A2.9: Development Provisions for Area 7*

## 2.8 AREA 8 RETAIL HUB OVERLAY

**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 artwork at this key junction will aid legibility and improve sense of place. Attention to pedestrian needs should be a priority.*

**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.

**Amenity:** Retail floor space cap of 1400 m<sup>2</sup> within the Retail Hub with a maximum retail floor space of 500 m<sup>2</sup> for any one tenancy.  
Pedestrian weather protection canopies required in Retail Hub for full length of lot frontage to Burswood Rd.

**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.

## 2.9 AREA 9 SHEPPERTON STREETSCAPE OVERLAY

**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.*

**Lot size and development controls** For lots abutting Shepperton Rd that are less than 2500 m<sup>2</sup> 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 m<sup>2</sup> then the provisions of the relevant Area apply – either Area 2 Asquith St Mixed Use or Area 7 Commercial Core.

**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.

**Street setback:** Shepperton Rd road widening reservation applies. Nil setback permitted up to edge of reservation.

**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.