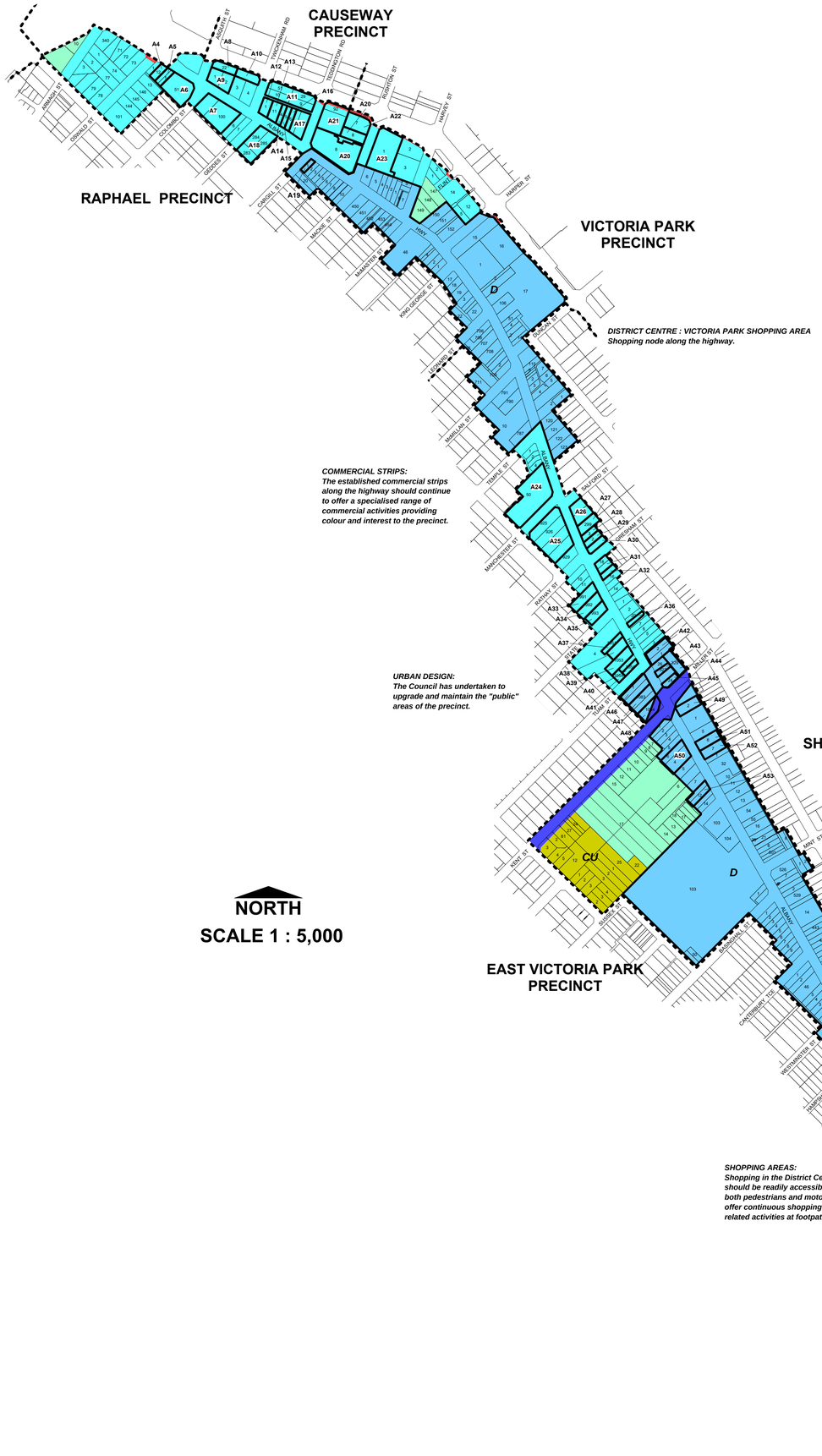

LEGEND

Precinct Boundary

METROPOLITAN REGION SCHEME RESERVES

NOTE: The Western Australian Planning Commission care of the Ministry for Planning should be consulted for full information on the precise land requirements for all Metropolitan Region Scheme Reserves.

Primary Regional Roads

Other Regional Roads

TOWN OF VICTORIA PARK SCHEME RESERVES

Parks and Recreation

Public Purposes

CU Civic Use

TOWN OF VICTORIA PARK SCHEME ZONES

Residential/Commercial

Commercial

D District Centre

A50 Additional Use

TOWN OF VICTORIA PARK

TOWN PLANNING SCHEME No.1
ALBANY HIGHWAY PRECINCT

P11
SHEET A

PRECINCT PLAN P11
SHEET A

Updated on 19 July 2017

AMENDMENT N0	GAZETTAL DATE	AMENDMENT N0	GAZETTAL DATE
3.	2 February 2001	60.	19 August 2014
6.	8 October 2002	61.	14 November 2014
8.	4 February 2003	66.	16 February 2016
12.	6 September 2002	71.	19 July 2016
14.	7 April 2006	75.	23 June 2017
20.	31 January 2006		

STATEMENT OF INTENT

The Albany Highway Precinct will be revitalised and consolidated as a major urban/shopping commercial axis incorporating the "strip" imagery of its past development along the length of Albany Highway.

The precinct has three retail nodes connected by general commercial areas. A wide range of uses serving both the local and regional populations shall be permitted, with emphasis on the consolidation and integration of existing uses.

The shopping areas are to be maintained as district centres offering a wide range of retail as well as community attractions including leisure and recreation uses, public/civic uses, community and social services. Larger scale, open-air and other commercial uses considered inappropriate to a retail-based node will be encouraged to relocate in the commercial sectors of the precinct where various and colourful commercial uses will be promoted.

Strong and coherent urban design principles are to be implemented through the provision and maintenance of strong gateways identifying the entrance to the precinct area, distinctive edges delineating precinct boundaries, consolidated retail nodes and commercial areas linking those nodes. A cohesive and strongly identified character reflecting what already exists will be promoted in new developments. The precinct is to be enhanced as an attractive feature in the metropolitan region. The compatinility of all commercial and retail uses with residential uses within or adjacent to the precinct is to be ensured.

Signs will be controlled to ensure compatibility with the desired character of the particular area of the precinct, and, encouraged so as to continue the present vitality created by the diversity of sign types and characters.

Access for through traffic along Albany Highway shall be maintained, although Shepperton Road will carry the great proportion of traffic through the area. Vehicular access directly onto Albany Highway, from new development sites may be prevented where alternative access exists. Council will give priority to combining new parking areas with existing areas and access points.

A network of safe and attractive pedestrian routes and facilities will be provided within the shopping areas focusing on the Highway strip and linking parking areas, bus stops and nearby residential areas. The precinct should be safe, interesting and accessible for people on foot, bicycles or other vehicles.

HOW IT WORKS

This Precinct Plan describes the Council's town planning intentions for this precinct. It contains a Statement of Intent which applies to the whole Precinct and several other statements which apply to specific areas within the Precinct. These statements summarise the kind of future that is seen to be appropriate for the precinct.

In this Precinct Plan you will also find information about the purposes for which land may be used and guidelines for the development of land and buildings.

This Precinct Plan should be read together with: -

1. Planning polices which contain guidelines for the development and use of land which apply to more than one precinct. References are given in this Precinct Plan to those policies.

2. The Scheme Text which contains legal and administrative provisions regarding the use and development of land.

In order to determine how a particular lot is affected by the above, you will need to refer to that lot on the map and the related text in this Precinct Plan. Where a property is located on or near the Precinct boundary it may also be necessary to consult the neighbouring Precinct/s. It should also be noted that from time to time, the Town Planning Scheme may be subject to amendments.

You are reminded that before land and buildings can be developed or used for another purpose it will probably be necessary to make a planning application and receive approval from the Council.

Enquiries concerning this Precinct Plan or general planning matters should be directed to the Council's Planning Department.

ADOPTION

Adopted by resolution of the Council of the Town of Victoria Park at the Ordinary Meeting of the Council held on the 9th day of August 1994.

J A E LEE
MAYOR

J M BONKER
CHIEF EXECUTIVE OFFICER

FINAL ADOPTION

Adopted for final approval by resolution of the Council of the Town of Victoria Park at the Ordinary Meeting of the Council held on the 11th day of August 1998 and the seal of the Municipality was pursuant to that resolution, hereunto affixed in the presence of :

J A E LEE
MAYOR

J M BONKER
CHIEF EXECUTIVE OFFICER

RECOMMENDED FOR FINAL APPROVAL

CHAIRMAN OF THE WESTERN AUSTRALIAN PLANNING COMMISSION

Date

FINAL APPROVAL GRANTED

MINISTER FOR PLANNING

Date

DISTRICT CENTRE ZONE

EAST VICTORIA PARK SHOPPING AREA

This area shall be consolidated as a centre containing retail, civic, community, and recreational facilities. New development shall enhance the integration of these activities in the one general area, as well as providing various facilities to improve the public domain.

Residential uses are also permitted, but should not front Albany Highway at street level. Uses shall complement each other so as to attract people into the location for a number of activities.

New development shall be of a high quality and complement the existing character, style and scale of the area. Development to Albany Highway shall have nil street set backs while street set backs in other locations shall be a distance compatible with adjoining development. Where possible landscaping and public seating and other facilities shall be provided on undeveloped portions of land.

Stringent design standards will be applied to private parking areas and other aspects of design in order to minimise conflict with adjacent uses, particularly residential uses. Effective landscaping, non-obtrusive lighting and restricted vehicular access from parking areas into residential streets shall all serve to protect the amenity of nearby residential areas. Vehicular access to Albany Highway will also be limited.

The Council may relax on-site parking requirements for new retail development where warranted by site constraints and/or proximity to a public car park. In such instances the Council may seek a financial contribution where it is considered to be appropriate.

USE OF LAND

As indicated in the Zoning Table in the Scheme Text and outlined below for a District Centre Zone.

Replaced by AMDT 80 GG 18/04/19

Use Class	District Centre Zone 5.
Consulting Rooms, Day Care Centre	P
Convenience Store, Service Station	AA
Educational Establishment, Place of Worship	P
Fast Food Outlet, Restaurant	P
General Industry, Transport Depot	X
Hazardous Industry, Noxious Industry	X
Home Occupation	AA
Home Office	P
Hospital, Nursing Home, Residential Building	AA
Hotel, Motel, Tavern	AA
Light Industry	X
Liquor Store - Small	P
Liquor Store - Large	AA
Lodging House, Serviced Apartment	AA
Massage Rooms	X
Motor vehicles and Marine Sales Premises Open Air Sales and Display	X
Nightclub	X
Office	P
Restricted Premises	X/ AA[8]
Service Industry	AA
Shop	P
Showroom	P
Single House, Group Dwelling, Aged or Dependent Persons' Dwelling, Multiple Dwelling	AA
Warehouse	AA

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

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

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

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

Note: If the use of the land for a particular purpose is not specifically mentioned in the Zoning Table and cannot be determined as falling within the interpretation of one of the Use Class categories Council may consider it an unlisted (ie discretionary) use requiring that the advertising procedures referred to in clause 28 of the Scheme Text be followed.

Where it is considered that a particular use could have a detrimental impact on the amenity of the surrounding area (mainly adjacent residential uses) it will be subject to assessment and advertising under any relevant planning policy.

DEVELOPMENT STANDARDS

Development shall generally be in accordance with the R-Codes (where applicable and any other relevant planning policy.

In addition, the following standards apply:

1. Plot Ratio: Buildings shall have a maximum plot ratio of 1.0.
2. Set Backs:
   (i) Buildings shall have a nil set back to Albany Highway and nil side set backs except where a pedestrian accessway to the rear of the site is to be provided;
   (ii) Elsewhere in this area, buildings shall be set back from the street alignment as is generally consistent with buildings on adjoining sites and in the immediate locality.

   Where applicable, development shall have regard for the planning policy relating to non-residential development adjacent to residential land.
3. Pedestrian Amenity: Continuous shopfront awnings/verandahs are to be provided over the footpath, giving weather protection to pedestrians.
4. Pedestrian Access: Where Council considers necessary, pedestrian access for the public shall be provided from Albany Highway to car parking areas at the rear of properties and this access shall be adequately maintained and signposted.
5. Residential Density: Residential development shall be in accordance with the R-Codes R60 standards in relation to density.
6. Car Parking: Car parking areas are to be provided at the rear of developments; where possible, new parking areas and vehicular access points shall be linked with existing facilities.
7. Building Height: Building height within this area of the Precinct is subject to the following provisions:

BUILDING HEIGHT RECESSION PLANE

Where development is proposed on and abutting residential zoned land, amenity provisions and setbacks to common boundaries with residential zoned land shall be in accordance with residential standards.

EAST VICTORIA PARK GATEWAY SHOPPING AREA

This area will be consolidated as a node of retail and commercial uses providing for both local and regional populations. It will serve as the "gateway" to the Albany Highway retail/commercial strip and to the Town. Residential uses will be encouraged above and behind retail/commercial development.

The existing traditional "strip" form of development will be maintained and enhanced. In particular, buildings shall remain of a consistent scale and the retention of shop fronts/display windows to the street will be essential. Awnings or verandahs will be provided over street footpaths as weather protection for pedestrians. Development style, character and scale shall be consistent with the existing built form to emphasise the retail function of the area. Development with a frontage to Shepperton Road shall be set back and be designed so as to minimise the impact of traffic from Shepperton Road, but must remain visually attractive and face the street in the traditional manner.

Vehicular access directly to Albany Highway will not be permitted where an alternative means of access to the site exists; combining new parking areas with existing areas and access points shall be given priority. The Council may relax on-site parking requirements for new retail development where warranted by site constraints and/or proximity to a public car park. In such instances the Council may seek a financial contribution where it is considered to be appropriate.

USE OF LAND

As indicated in the Zoning Table in the Scheme Text and outlined below for a District Centre Zone.

Replaced by AMDT 80 GG 18/04/19

Use Class	District Centre Zone 5.
Consulting Rooms, Day Care Centre	P
Convenience Store, Service Station	AA
Educational Establishment, Place of Worship	P
Fast Food Outlet, Restaurant	P
General Industry, Transport Depot	X
Hazardous Industry, Noxious Industry	X
Home Occupation	AA
Home Office	P
Hospital, Nursing Home, Residential Building	AA
Hotel, Motel, Tavern	AA
Light Industry	X
Liquor Store - Small	P
Liquor Store - Large	AA
Lodging House, Serviced Apartment	AA
Massage Rooms	X
Motor vehicles and Marine Sales Premises Open Air Sales and Display	X
Nightclub	X
Office	P
Restricted Premises	X/ AA[8]
Service Industry	AA
Shop	P
Showroom	P
Single House, Group Dwelling, Aged or Dependent Persons' Dwelling, Multiple Dwelling	AA
Warehouse	AA

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

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Where it is considered that a particular use could have a detrimental impact on the amenity of the surrounding area (mainly adjacent residential uses) it will be subject to assessment and advertising under any relevant planning policy.

DEVELOPMENT STANDARDS

Development shall generally be in accordance with the R-Codes (where applicable and any other relevant planning policy.

In addition, the following standards apply:

1. Plot Ratio: Buildings shall have maximum plot ratio of 1.0.
2. Set Backs:
   (i) Buildings shall have a nil set back to Albany Highway and nil side set backs except where a pedestrian accessway to the rear of the site is to be provided;
   (ii) Sites with frontage to Shepperton Road will have building set backs of at least 4.5 metres from the street alignment. This set back area is to be landscaped and maintained to a high standard; and
   (iii) Elsewhere, street set backs shall be consistent with adjoining sites and development in the immediate locality.

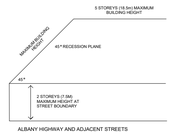
   Where applicable, development shall have regard for the planning policy relating to non-residential development adjacent to residential land.
3. Pedestrian Amenity: Continuous shopfront awnings/verandahs consistent with adjoining sites shall be provided to ensure weather protection for pedestrians.
4. Pedestrian Access: Where Council considers necessary, pedestrian access for the public shall be provided from Albany Highway to car parking areas at the rear of properties and this access shall be adequately maintained and signposted.
5. Residential Density: Residential development shall be in accordance with the R-Codes R60 standards in relation to density.
6. Car Parking: Car parking areas are to be provided at the rear of developments; where possible, new parking areas and vehicular access points shall be linked with existing facilities.
7. Building Height: Building height within this area of the Precinct is subject to the following provisions:

BUILDING HEIGHT RECESSION PLANE FOR AREA ON SOUTHERN SIDE OF ALBANY HIGHWAY

BUILDING HEIGHT RECESSION PLANE

Where development is proposed on land abutting residential zoned land, amenity provisions and setbacks to common boundaries with residential zoned land shall be in accordance with residential standards.

BUILDING HEIGHT RECESSION PLANE FOR AREA ON NORTHERN SIDE OF ALBANY HIGHWAY



BUILDING HEIGHT RECESSION PLANE

POLICY NOTE: Design and development guidelines for the East Victoria Park Gateway Shopping Area have been adopted by the Council. They are included in a planning policy.

VICTORIA PARK SHOPPING AREA

This area is to retain its strong shopping character, accommodating a wide range of activities concentrated at pedestrian level. Non-retail uses, including residential accommodation, are appropriate behind and above street front uses. Existing non-retail uses at street level, will be encouraged to relocate.

New development shall be of a scale consistent with existing buildings in this part of Albany Highway, maintaining the traditional character of the shopping strip. New retail development along Albany Highway shall be constructed to the street boundary with continuous shop front display windows and frequent pedestrian entries at the footpath level. Pedestrian access from the street to rear car parking areas shall be provided where necessary. Continuous weather protection along footpaths is to be provided.

Development with a frontage to Shepperton Road shall be set back and be designed so as to minimise the impact of traffic from Shepperton Road, but must remain visually attractive and face the street in the traditional manner. The set back area is to be well planted and maintained. Elsewhere in this area, street set backs to new developments shall be consistent with the established development pattern.

Parking requirements for new retail development may be relaxed by the Council where warranted by site constraints and/or proximity to a public car park. In such instances, the Council may seek a financial contribution where it is considered to be appropriate.

USE OF LAND

As indicated in the Zoning Table in the Scheme Text and outlined below for a District Centre Zone.

Replaced by AMDT 80 GG 18/04/19

Use Class	District Centre Zone 5.
Consulting Rooms, Day Care Centre	P
Convenience Store, Service Station	AA
Educational Establishment, Place of Worship	P
Fast Food Outlet, Restaurant	P
General Industry, Transport Depot	X
Hazardous Industry, Noxious Industry	X
Home Occupation	AA
Home Office	P
Hospital, Nursing Home, Residential Building	AA
Hotel, Motel, Tavern	AA
Light Industry	X
Liquor Store - Small	P
Liquor Store - Large	AA
Lodging House, Serviced Apartment	AA
Massage Rooms	X
Motor vehicles and Marine Sales Premises Open Air Sales and Display	X
Nightclub	X
Office	P
Restricted Premises	X/ AA[8]
Service Industry	AA
Shop	P
Showroom	P
Single House, Group Dwelling, Aged or Dependent Persons' Dwelling, Multiple Dwelling	AA
Warehouse	AA

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

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DEVELOPMENT STANDARDS

Development shall generally be in accordance with the R-Codes (where applicable and any other relevant planning policy.

In addition, the following standards apply:

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2. Set Backs:
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   (ii) Sites with frontage to Shepperton Road will have building set backs of at least 4.5 metres from the street alignment. This set back area is to be landscaped and maintained to a high standard; and
   (iii) Elsewhere buildings shall be set back from such distance as is generally consistent with buildings on adjoining sites.

   Where applicable, development shall have regard for the planning policy relating to non-residential development adjacent to residential land.
3. Pedestrian Amenity: Buildings shall be provided with awnings or verandahs over the Albany Highway footpath.
4. Pedestrian Access: Where Council considers necessary, pedestrian access for the public shall be provided from Albany Highway to car parking areas at the rear of properties and this access shall be adequately maintained and signposted.
5. Residential Density: Residential development shall be in accordance with the R-Codes R60 standards in relation to density.
6. Car Parking: Car parking areas are to be provided at the rear of developments. Where possible, new parking areas and vehicular access points shall be linked with existing facilities.
7. Building Height:

   (i) BUILDING HEIGHT FOR THE AREA BOUNDED BY ALBANY HIGHWAY, HARPER STREET, SHEPPERTON ROAD AND HARVEY STREET IS SUBJECT TO THE FOLLOWING BUILDING HEIGHT RECESSION PLANE:

BUILDING HEIGHT RECESSION PLANE

For corner lots with a boundary adjacent to Shepperton Road, building height to the adjacent street is to be the same as for the boundary adjacent to Shepperton Road. However the building height extending along the adjacent street would need to step down at an appropriate point to the 2 storey (7.5m) maximum height applicable to that street.

   (ii) BUILDING HEIGHT FOR THE AREA BOUNDED BY ALBANY HIGHWAY, DUNCAN STREET, SHEPPERTON ROAD AND HARPER STREET IS SUBJECT TO THE FOLLOWING BUILDING HEIGHT RECESSION PLANE:

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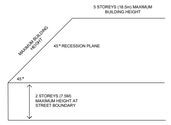
   (iii) BUILDING HEIGHT FOR THE AREA ON THE SOUTHERN SIDE OF ALBANY HIGHWAY FROM MCMASTER STREET TO LEONARD STREET IS SUBJECT TO THE FOLLOWING BUILDING HEIGHT RECESSION PLANE:



BUILDING HEIGHT RECESSION PLANE

Where development is proposed on land abutting residential zoned land, amenity provisions and setbacks to common boundaries with residential zoned land shall be in accordance with residential standards.

   (iv) BUILDING HEIGHT FOR THE AREA ON THE NORTHERN SIDE OF ALBANY HIGHWAY FROM DUNCAN STREET TO READ PARK AND FOR THE AREA ON THE SOUTHERN SIDE OF ALBANY HIGHWAY FROM LEONARD STREET TO TEMPLE STREET IS SUBJECT TO THE FOLLOWING BUILDING HEIGHT RECESSION PLANE:

BUILDING HEIGHT RECESSION PLANE

Where development is proposed on land abutting residential zoned land, amenity provisions and setbacks to common boundaries with residential zoned land shall be in accordance with residential standards.

   (v) BUILDING HEIGHT FOR THE AREA ON SOUTHERN SIDE OF ALBANY HIGHWAY FROM CARGILL STREET TO MCMASTER STREET IS SUBJECT TO THE FOLLOWING BUILDING HEIGHT RECESSION PLANE:

BUILDING HEIGHT RECESSION PLANE

Where development is proposed on and abutting residential zoned land, amenity provisions and setbacks to common boundaries with residential zoned land shall be in accordance with residential standards.

   (vi) BUILDING HEIGHT FOR THE AREA ON THE NORTHERN SIDE OF ALBANY HIGHWAY FROM RUSHTON STREET TO HARVEY STREET IS SUBJECT TO THE FOLLOWING BUILDING HEIGHT RECESSION PLANE:

BUILDING HEIGHT RECESSION PLANE

TOWN OF VICTORIA PARK

TOWN PLANNING SCHEME No.1 ALBANY HIGHWAY PRECINCT

P11
SHEET B

PRECINCT PLAN P11 SHEET B (i)

Updated on 14 April 2019

AMENDMENT No[T]	GAZETTAL DATE	AMENDMENT No[T]	GAZETTAL DATE
3.	2 February 2001	60.	19 August 2014
6.	8 October 2002	61.	14 November 2014
8.	4 February 2003	66.	16 February 2016
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The precinct has three retail nodes connected by general commercial areas. A wide range of uses serving both the local and regional populations shall be permitted, with emphasis on the consolidation and integration of existing uses.

The shopping areas are to be maintained as district centres offering a wide range of retail as well as community attractions including leisure and recreation uses, public/civic uses, community and social services. Larger scale, open-air and other commercial uses considered inappropriate to a retail-based node will be encouraged to relocate in the commercial sectors of the precinct where various and colourful commercial uses will be promoted.

Strong and coherent urban design principles are to be implemented through the provision and maintenance of strong gateways identifying the entrance to the precinct area, distinctive edges delineating precinct boundaries, consolidated retail nodes and commercial areas linking those nodes. A cohesive and strongly identified character reflecting what already exists will be promoted in new developments. The precinct is to be enhanced as an attractive feature in the metropolitan region. The compatibility of all commercial and retail uses with residential uses within or adjacent to the precinct is to be ensured.

Signs will be controlled to ensure compatibility with the desired character of the particular area of the precinct, and, encouraged so as to continue the present vitality created by the diversity of sign types and characters.

Access for through traffic along Albany Highway shall be maintained, although Shepperton Road will carry the great proportion of traffic through the area. Vehicular access directly onto Albany Highway, from new development sites may be prevented where alternative access exists. Council will give priority to combining new parking areas with existing areas and access points.

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HOW IT WORKS

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You are reminded that before land and buildings can be developed or used for another purpose it will probably be necessary to make a planning application and receive approval from the Council.

Enquiries concerning this Precinct Plan or general planning matters should be directed to the Council's Planning Department.

ADOPTION

Adopted by resolution of the Council of the Town of Victoria Park at the Ordinary Meeting of the Council held on the 9th day of August 1994.

J A E LEE
MAYOR

J M BONKER
CHIEF EXECUTIVE OFFICER

FINAL ADOPTION

Adopted for final approval by resolution of the Council of the Town of Victoria Park at the Ordinary Meeting of the Council held on the 11th day of August 1998 and the seal of the Municipality was pursuant to that resolution, hereunto affixed in the presence of :

J A E LEE
MAYOR

J M BONKER
CHIEF EXECUTIVE OFFICER

RECOMMENDED FOR FINAL APPROVAL

CHAIRMAN OF THE WESTERN AUSTRALIAN PLANNING COMMISSION

Date

FINAL APPROVAL GRANTED

MINISTER FOR PLANNING

Date

COMMERCIAL ZONE

ALBANY HIGHWAY GATEWAY

This area shall function as a location for medium scale general commercial uses. Ultimately, the area shall develop as a high quality commercial area predominantly occupied by office uses, serving as the 'gateway' (together with the Causeway Precinct), to the Precinct and to the city centre from the south.

Appropriate uses are offices and/or residential on upper levels, with ground level tenancies preferably occupied by uses such as banks, restaurants, local shops, cafes, and lunch bars. Residential uses will also be permitted at the rear of commercial floorspace. Service industries and other uses with the potential to be unsightly will be permitted in less prominent locations within this area. These uses will however be strictly controlled to ensure no adverse impact on the precinct.

Open areas such as car parks and storage yards will not be permitted to front to Albany Highway or Shepperton Road. Car parks shall be located beneath or to the rear of developments.

The provision of large, brightly illuminated upper level signs, approriately designed and integrated with the host building, and the sensitive floodlighting of significant buildings, particularly in prominent locations may be permitted.

At street level buildings are to be well integrated with adjacent sites and the street. Set backs to the street shall generally be consistent with the adjoining sites. In Albany Highway the set back may be nil. Pedestrian access to rear car parking shall be provided where necessary. Development with a frontage to Shepperton Road shall be set back and be designed so as to minimise the impact of traffic from Shepperton Road, but must remain visually attractive and face the road in the traditional manner.

USE OF LAND

As indicated in the Zoning Area Table in the Scheme Text and outlined below for a Commercial Zone.

Replaced by AMDT 80 GG 18/04/19

Use Class	Zone: Commercial 6.
Consulting Rooms, Day Care Centre	P
Convenience Store, Service Station	AA
Educational Establishment, Place of Worship	P
Fast Food Outlet, Restaurant	P
General Industry, Transport Depot	X
Hazardous Industry, Noxious Industry	X
Home Occupation	AA/ X3
Home Office	P/ X3
Hospital, Nursing Home, Residential Building	AA
Hotel, Motel, Tavern	AA
Light Industry	AA
Liquor Store - Small	AA
Liquor Store - Large	AA
Lodging House, Serviced Apartment	AA
Massage Rooms	X
Motor vehicles and Marine Sales Premises Open Air Sales and Display	X
Nightclub	X
Office	P
Restricted Premises	X/ AA[4]
Service Industry	AA
Shop	AA
Showroom	P
Single House, Group Dwelling, Aged or Dependent Persons' Dwelling, Multiple Dwelling	P
Warehouse	P

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

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

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Where it is considered that a particular use could have a detrimental impact on the amenity of the surrounding area (mainly adjacent residential uses) it will be subject to assessment and advertising under any relevant planning policy.

DEVELOPMENT STANDARDS

Development shall generally be in accordance with the R-Codes (where applicable) and any relevant planning policy.

In addition to these the following standards apply:

1. Plot Ratio: Buildings shall have a maximum plot ratio of 1.0.

2. Setbacks:
   (i) Buildings shall generally have street set backs consistent with existing development on adjoining sites, and in the immediate locality. Set backs to Albany Highway may be nil. Side set backs should be nil.

   (ii) Sites with frontage to Shepperton Road will be set back a distance of at least 4.5 metres from the street alignment. This setback area is to be landscaped and maintained to a high standard.

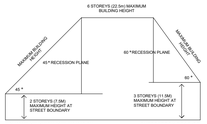
   Where applicable, development shall have regard to the planning policy relating to non-residential development adjacent to residential land.

3. Residential Density: Residential development shall be in accordance with the R-Codes R60 standards in relation to density.

4. Car Parking: Car parking is to be located at the rear of developments fronting Albany Highway and Shepperton Road. Elsewhere car parking located in the front of the building must be suitably paved and be screened.

5. Building Height:

   (i) BUILDING HEIGHT FOR THE AREA BETWEEN ALBANY HIGHWAY AND SHEPPERTON ROAD FROM THE CAUSEWAY TO HARVEY STREET IS SUBJECT TO THE FOLLOWING BUILDING HEIGHT RECESSION PLANE:



BUILDING HEIGHT RECESSION PLANE

For corner lots with a boundary adjacent to Shepperton Road, building height to the adjacent street is to be the same as for the boundary adjacent to Shepperton Road. However the building height extending along the adjacent street would need to step down at an appropriate point to the 2 storey (7.5m) maximum height applicable to that street.

   (ii) BUILDING HEIGHT FOR THE AREA BETWEEN ALBANY HIGHWAY AND SHEPPERTON ROAD FROM HARPER STREET TO HARVEY STREET IS SUBJECT TO THE FOLLOWING BUILDING HEIGHT RECESSION PLANE:

BUILDING HEIGHT RECESSION PLANE

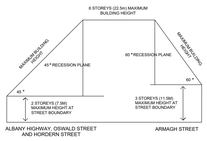
For corner lots with a boundary adjacent to Shepperton Road, building height to the adjacent street is to be the same as for the boundary adjacent to Shepperton Road. However the building height extending along the adjacent street would need to step down at an appropriate point to the 2 storey (7.5m) maximum height applicable to that street.

   (iii) BUILDING HEIGHT FOR THE AREA ON SOUTHERN SIDE OF ALBANY HIGHWAY FROM OSWALD STREET TO CARGILL STREET IS SUBJECT TO THE FOLLOWING BUILDING HEIGHT RECESSION PLANE:

BUILDING HEIGHT RECESSION PLANE

Where development is proposed on and abutting residential zoned land, amenity provisions and setbacks to common boundaries with residential zoned land shall be in accordance with residential standards.

   (iv) BUILDING HEIGHT FOR THE AREA BOUNDED BY ALBANY HIGHWAY, ARMAGH STREET, HORDERN STREET AND OSWALD STREET IS SUBJECT TO THE FOLLOWING BUILDING HEIGHT RECESSION PLANE:



BUILDING HEIGHT RECESSION PLANE

ALBANY HIGHWAY CENTRAL

This part of the precinct shall continue in its present capacity as a location for small to medium scale mixed general commercial and minor retail activities. Specialisation in fields of vehicle sales and household goods should be maintained and promoted as a feature of this area.

The scale, architectural style and character of new buildings shall enhance and consolidate the commercial strip imagery of Albany Highway development. Sites shall have building set backs consistent with existing development, (in many instances these are nil), with vehicular access and car parking from the rear. Where there is to be a building set back, this area shall be landscaped unless the function is as an area of open display, such as a car yard. In these circumstances, landscaping will only be required to screen these uses from adjacent residential, and/or to enhance the overall appearance of the premises.

Preference is for vehicular access to parking to be from side streets or a laneway, rather than across the Albany Highway footpath. Where access is to be from Albany Highway, access points will be limited in number and located to minimise possible conflict with pedestrians.

USE OF LAND

As indicated in the Zoning Table in the Scheme Text and outlined below for a Commercial Zone.

Replaced by AMDT 80 GG 18/04/19

Use Class	Zone: Commercial 6.
Consulting Rooms, Day Care Centre	P
Convenience Store, Service Station	AA
Educational Establishment, Place of Worship	P
Fast Food Outlet, Restaurant	P
General Industry, Transport Depot	X
Hazardous Industry, Noxious Industry	X
Home Occupation	AA/ X3
Home Office	P/ X3
Hospital, Nursing Home, Residential Building	AA
Hotel, Motel, Tavern	AA
Light Industry	AA
Liquor Store - Small	AA
Liquor Store - Large	AA
Lodging House, Serviced Apartment	AA
Massage Rooms	X
Motor vehicles and Marine Sales Premises Open Air Sales and Display	X
Nightclub	X
Office	P
Restricted Premises	X/ AA[4]
Service Industry	AA
Shop	AA
Showroom	P
Single House, Group Dwelling, Aged or Dependent Persons' Dwelling, Multiple Dwelling	P
Warehouse	P

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

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

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

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

Note: If the use of the land for a particular purpose is not specifically mentioned in the Zoning Table and cannot be determined as falling within the interpretation of one of the Use Class categories Council may consider it an unlisted (ie discretionary) use requiring that the advertising procedures referred to in clause 28 of the Scheme Text be followed.

Where it is considered that a particular use could have a detrimental impact on the amenity of the surrounding area (mainly adjacent residential uses) it will be subject to assessment and advertising under any relevant planning policy.

DEVELOPMENT STANDARDS

Development shall generally be in accordance with the R-Codes (where applicable) and any relevant planning policy.

In addition, the following standards apply:

1. Plot Ratio: Buildings shall have a maximum plot of 1.0.

2. Set Backs: Buildings shall be set back from the street alignment such distance as is generally consistent with the existing development on adjoining sites, and in the immediate locality. This may be nil in certain instances along Albany Highway. Side set backs should also be nil, except where a pedestrian accessway is to be provided to the rear of the site.

   Where applicable, development shall have regard for the planning policy relating to non-residential development adjacent ot residential land.

3. Residential Density: Residential Development shall be in accordance with the R-Codes R60 standards in relation to density.

4. Car Parking: Car parking is to be provided at the rear of developments, with access from side streets and/or laneways where available.

5. Building Height: Building height within this section of the Precinct is subject to the following provisions:

BUILDING HEIGHT RECESSION PLANE

Where development is proposed on land abutting residential zoned land, amenity provisions and setbacks to common boundaries with residential zoned land shall be in accordance with residential standards.

Standards for residential development shall generally be in accordance with those specified in the R-Codes for Residential R80. Variations to standards other than density however, will be permitted where the amenity of dwellers is assured. The rear portion of buildings and their surrounding spaces shall be upgraded and/or appropriately treated, in association with the provision of rear parking areas particularly where the site adjoins or can be viewed from residential uses.

USE OF LAND

As indicated in the Zoning Table in the Scheme Test and outlined below for a Residential/Commercial Zone.

Replaced by AMDT 80 GG 18/04/19

Use Class	Zone: Residential/Commercial 2.
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	AA
Home Office	P
Hospital, Nursing Home, Residential Building	AA
Hotel, Motel, Tavern	X
Light Industry	X
Liquor Store - Small	P
Liquor Store - Large	X
Lodging House, Serviced Apartment	AA
Massage Rooms	X
Motor vehicles and Marine Sales Premises Open Air Sales and Display	X
Nightclub	X
Office	P
Restricted Premises	X
Service Industry	AA
Shop	P
Showroom	P
Single House, Group Dwelling, Aged or Dependent Persons' Dwelling, Multiple Dwelling	P
Warehouse	X

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

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

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

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

Note: If the use of the land for a particular purpose is not specifically mentioned in the Zoning Table and cannot be determined as falling within the interpretation of one of the Use Class categories Council may consider it an unlisted (ie discretionary) use requiring that the advertising procedures referred to in clause 28 of the Scheme Text be followed.

Where it is considered that a particular use could have a detrimental impact on the amenity of the surrounding area (mainly adjacent residential uses) it will be subject to assessment and advertising under any relevant planning policy.

RESIDENTIAL/ COMMERCIAL ZONE

This area shall be redeveloped as a mixed use area combining both residential and commercial uses. Future development shall be of medium to high density residential together with compatible, small scale commercial uses. Where commercial uses are developed these are to be orientated to Albany Highway, while residential is to be above or behind the commercial floorspace. Commercial uses are not permitted unless combined with residential uses and must not comprise more than one third of the overall development.

Careful control will be exercised over the nature of commercial uses and their site layout and design in order to minimise potential conflict with residential uses. In particular a high level of visual amenity, security and privacy is to be ensured while noise disturbance will be minimised.

Adequate care parking must be provided on-site to ensure that both commercial and residential needs are satisfied. Some of the car parking byas may be shared between the two uses. Direct vehicular access onto Albany Highway will be limited to existing points of access. The impact of car parks on the amenity of adjacent residential areas shall be reduced by ensuring vehicular access to sites is via existing access points where available, and by the provision of effective landscaping and unobtrusive lighting.

Both commercial and residential buildings shall be consistent with the style and character of existing development in adjacent areas along Albany Highway, and complement adjacent residential development. New buildings to Albany Highway shall be set back 3.0 metres, and have, where appropriate, commercial display windows and frequent entries at footpath level. This set back area is to be suitably paved and treated to enhance and complement the footpath area. Finished levels shall be consistent with the footpath. Car parking and/or extensive landscaping is not permitted in this set back area.

Standards for residential development shall generally be in accordance with those specified in the R-Codes for Residential R80. Variations to standards other than density however, will be permitted where the amenity of dwellers is assured. The rear portion of buildings and their surrounding spaces shall be upgraded and/or appropriately treated, in association with the provision of rear parking areas particularly where the site adjoins or can be viewed from residential uses.

USE OF LAND

As indicated in the Zoning Table in the Scheme Test and outlined below for a Residential/Commercial Zone.

Replaced by AMDT 80 GG 18/04/19

Use Class	Zone: Residential/Commercial 2.
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	AA
Home Office	P
Hospital, Nursing Home, Residential Building	AA
Hotel, Motel, Tavern	X
Light Industry	X
Liquor Store - Small	P
Liquor Store - Large	X
Lodging House, Serviced Apartment	AA
Massage Rooms	X
Motor vehicles and Marine Sales Premises Open Air Sales and Display	X
Nightclub	X
Office	P
Restricted Premises	X
Service Industry	AA
Shop	P
Showroom	P
Single House, Group Dwelling, Aged or Dependent Persons' Dwelling, Multiple Dwelling	P
Warehouse	X

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

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

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

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

Note: If the use of the land for a particular purpose is not specifically mentioned in the Zoning Table and cannot be determined as falling within the interpretation of one of the Use Class categories Council may consider it an unlisted (ie discretionary) use requiring that the advertising procedures referred to in clause 28 of the Scheme Text be followed.

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

DEVELOPMENT STANDARDS

Development shall generally be in accordance with the R-Codes (where applicable) and any relevant planning policy.

In addition, the following standards apply:

1. Residential Density: Residential development shall conform generally with the provisions of the R-Codes R80 standards, although variations to open space, car parking and front set backs may be permitted where considered appropriate.
2. Plot Ratio: The plot ratio shall not exceed 1.0. The plot ratio of any building or part thereof used for commercial purposes shall not exceed 33% of the maximum allowable plot ratio, or 33% of the constructed floorspace, whichever is the lesser.
3. Design and Layout: That part of the proposed development which is to be used for commercial purposes is to be orientated to Albany Highway. Commercial uses shall have display windows and entry doors, at footpath level, opening onto the front set back area.
4. Set Backs: The minimum front set back distance from Albany Highway is 3.0 metres; all other set backs shall be in accordance with the R-Codes.
5. Vehicular Access: Vehicular access to Albany Highway is to be limited; access shall be obtained via existing crossovers, laneways (although the use of laneways will not be promoted where such use is likely to cause undue disturbance to residential uses), and/or side streets.
6. Car Parking: Car parking areas are not permitted to front to Albany Highway. Car parking bays for a mixed development shall be combined and some bays may be shared. Each residential unit shall be provided with at least one exclusive bay.
7. Landscaping/Open Space: The landscaped/open space area to be provided, in addition to the front set back area, is to be substantially related to the residential use on the land.
8. Building Height: Building height in the Residential/Commercial zone shall be limited to a maximum of 11.5 metres (3 storeys).

POLICY NOTE: Design and development guidelines for the Residential/Commercial Zone have been adopted by the Council. They are included in a planning policy.

TOWN OF VICTORIA PARK

TOWN PLANNING SCHEME No.1 ALBANY HIGHWAY PRECINCT

P11

SHEET B

PRECINCT PLAN P11 SHEET B (ii)

Updated on 14 April 2019

AMENDMENT No.	GAZETTAL DATE	AMENDMENT No.	GAZETTAL DATE
3.	2 February 2001	60.	19 August 2014
6.	8 October 2002	61.	14 November 2014
8.	4 February 2003	66.	16 February 2016
12.	6 September 2002	75.	23 June 2017
14.	7 April 2006	77.	19 June 2018
20.	31 January 2006	80.	14 April 2019

STATEMENT OF INTENT

The Albany Highway Precinct will be revitalised and consolidated as a major urban/shopping commercial axis incorporating the "strip" imagery of its past development along the length of Albany Highway.

The precinct has three retail nodes connected by general commercial areas. A wide range of uses serving both the local and regional populations shall be permitted, with emphasis on the consolidation and integration of existing uses.

The shopping areas are to be maintained as district centres offering a wide range of retail as well as community attractions including leisure and recreation uses, public/civic uses, community and social services. Larger scale, open-air and other commercial uses considered inappropriate to a retail-based node will be encouraged to relocate in the commercial sectors of the precinct where various and colourful commercial uses will be promoted.

Strong and coherent urban design principles are to be implemented through the provision and maintenance of strong gateways identifying the entrance to the precinct area, distinctive edges delineating precinct boundaries, consolidated retail nodes and commercial areas linking those nodes. A cohesive and strongly identified character reflecting what already exists will be promoted in new developments. The precinct is to be enhanced as an attractive feature in the metropolitan region. The compatibility of all commercial and retail uses with residential uses within or adjacent to the precinct is to be ensured.

Signs will be controlled to ensure compatibility with the desired character of the particular area of the precinct, and, encouraged so as to continue the present vitality created by the diversity of sign types and characters.

Access for through traffic along Albany Highway shall be maintained, although Shepperton Road will carry the great proportion of traffic through the area. Vehicular access directly onto Albany Highway, from new development sites may be prevented where alternative access exists. Council will give priority to combining new parking areas with existing areas and access points.

A network of safe and attractive pedestrian routes and facilities will be provided within the shopping areas focusing on the Highway strip and linking parking areas, bus stops and nearby residential areas. The precinct should be safe, interesting and accessible for people on foot, bicycles or other vehicles.

HOW IT WORKS

This Precinct Plan describes the Council's town planning intentions for this precinct. It contains a Statement of Intent which applies to the whole Precinct and several other statements which apply to specific areas within the Precinct. These statements summarise the kind of future that is seen to be appropriate for the precinct.

In this Precinct Plan you will also find information about the purposes for which land may be used and guidelines for the development of land and buildings.

This Precinct Plan should be read together with: -

1. Planning polices which contain guidelines for the development and use of land which apply to more than one precinct. References are given in this Precinct Plan to those policies.

2. The Scheme Text which contains legal and administrative provisions regarding the use and development of land.

In order to determine how a particular lot is affected by the above, you will need to refer to that lot on the map and the related text in this Precinct Plan. Where a property is located on or near the Precinct boundary it may also be necessary to consult the neighbouring Precinct/s. It should also be noted that from time to time, the Town Planning Scheme may be subject to amendments.

You are reminded that before land and buildings can be developed or used for another purpose it will probably be necessary to make a planning application and receive approval from the Council.

Enquiries concerning this Precinct Plan or general planning matters should be directed to the Council's Planning Department.

ADOPTION

Adopted by resolution of the Council of the Town of Victoria Park at the Ordinary Meeting of the Council held on the 9th day of August 1994.

J A E LEE
MAYOR

J M BONKER
CHIEF EXECUTIVE OFFICER

FINAL ADOPTION

Adopted for final approval by resolution of the Council of the Town of Victoria Park at the Ordinary Meeting of the Council held on the 11th day of August 1998 and the seal of the Municipality was pursuant to that resolution, hereunto affixed in the presence of :

J A E LEE
MAYOR

J M BONKER
CHIEF EXECUTIVE OFFICER

RECOMMENDED FOR FINAL APPROVAL

CHAIRMAN OF THE WESTERN AUSTRALIAN PLANNING COMMISSION

Date

FINAL APPROVAL GRANTED

MINISTER FOR PLANNING

Date