

1. GENERAL DEVELOPMENT PROVISIONS**(a) Laneways (Rights of Way)**

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

Provisions will require:

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

(b) Parking**Residential Uses**

Parking for residential uses shall be provided in accordance with the requirements of the Residential Design Codes.

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

Non-Residential Uses

Parking for non-residential uses shall be provided in accordance with the requirements of Local Planning Policy 23 – Parking.

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

(c) Balcony Size

The provisions of the R Codes currently require balconies for multiple dwellings (apartments) in a mixed use development (i.e. where there is residential and commercial development within the same building)

to be only 4m² with a minimum depth of 1.5 metres. While the R Codes consider this to be a functional area for the enjoyment of residents, there is concern that this does not provide adequate amenity for residents.

Provisions will require:

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

(d) Calculation of Plot Ratio

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.

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

(e) Provision of Communal Open Space

The provisions of the R Codes currently do not require communal open space (common space set aside for the recreational use of residents) for residential dwellings. This provides for reduced amenity for residents within these types of developments.

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

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

(f) Affordable Housing

Provision for affordable housing will require:

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

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

(g) Pedestrian and Cyclist Access

Specific provisions for pedestrians and cyclists will require:

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

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

(h) Residential Density

For areas coded R160 within the "Development Provisions for Designated Areas" below, the Council may exercise discretion to permit an increased density.

In the exercise of the discretion the Council must be satisfied that if approved were to be granted:

- (i) the development would be consistent with -
 - the orderly and proper planning of the locality;
 - the conservation of the amenities of the locality; and
 - the statement of intent set out in the relevant Precinct Plan; and

- (ii) the development would not have any undue adverse affect on –

- the occupiers or users of the development;
- the property in, or in the inhabitants of, the locality; or
- the likely future development of the locality.

In the exercise of this discretion the Council must have regard to any assessment of the application by the Design Review Committee and their advice as to whether the application demonstrates a high standard of development and an appropriate design outcome.

Also refer to the R-Codes, Volume 2 'Apartments'
which may prevail over requirements in this Policy

2. DEVELOPMENT PROVISIONS FOR DESIGNATED AREAS

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

- Area 1. Public Open Space
- Area 2. Asquith Street Mixed Use
- Area 3. Parkside Residential
- Area 4. Parkside Terrace
- Area 5. Elevated Mixed Use
- Area 6. Low Rise Mixed Use
- Area 6B. Croquet Club Site AMD 54 GG 06/09/13
- Area 7. Commercial Core
- Area 8. Retail Hub Overlay
- Area 9. Shepperton Streetscape Overlay

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

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

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

Figure A2.1: Designated Areas



Town of
Victoria Park

project:

CAUSEWAY PRECINCT REVIEW
UPDATED SEPTEMBER 2013

drawing title:

DESIGNATED AREAS



NORTH

scales

1: 5000 @ A4

0 40 120m

(a) AREA 1 PUBLIC OPEN SPACE

(i) Desired future character:

This area provides a high quality landscape setting for the Precinct and incorporates GO Edwards Park and Charles Paterson Park. The parks will be significantly upgraded to improve safety and security and increase patronage, particularly of GO Edwards Park. Pedestrian and cycle paths will be better linked to surrounding parks, the river and the local neighbourhood and better visual connections provided to the parks from key points. Lighting and recreation facilities will be improved. These parklands act as an attractive visual green entry statement to the Town and adjacent Swan River.

(ii) Land use:

Public open space of GO Edwards Park and Charles Paterson Park used as passive and active parklands.

(iii) Proposed improvement:

GO Edwards Park: upgrade to enhance safety and security, improve amenity, facilities and local access, establish stronger linkages to park and across to river, provide additional car parking, encourage more active uses and increase patronage. Reduce visual dominance of public toilets while retaining adequate surveillance for safety.

Charles Paterson Park: opportunity to move from a visual landscape setting to a more active park with facilities for users and extend upgrade into adjacent open space abutting Asquith Street.

(iv) Safety through visibility:

Existing planting screens rear of buildings from parkland and Highway view and blocks views into parkland from buildings, even from potential upper levels. Requires a change in role and type of planting to achieve an outlook from buildings into the parkland. This will enable casual surveillance of majority of parkland from occupied buildings and the perimeter roads and lane/mini-street, significantly increasing safety and security for users. Provide additional lighting along pedestrian and cycle routes and at designated activity nodes.

(v) Access and Parking:

Ultimately the majority of parkland will be flanked by building frontage and roads/upgraded lane for better access and surveillance. Car parking formalised to cater for demand and resolve informal arrangements. Pedestrian/cycle paths to service these parks and link to existing networks and through to Burswood Rd. Scope to provide pedestrian crossing phase at signalised intersections to improve access across Great Eastern Highway to river and parks.

(b) AREA 2 ASQUITH STREET MIXED USE

See also Area 9 Shepperton Streetscape Overlay

(i) Desired future character:

This area plays a gateway role with its high visibility from key roads at the entry to the Town and its situation beside Charles Paterson Park and Shepperton Road. Either commercial and/or residential use is appropriate. There is provision for up to 2 buildings of a maximum 18 storeys with a 3 storey podium and ground floor commercial activity is required to all street frontages. A contemporary built form is sought with generous balconies where apartments are provided.

(ii) Land use:

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

(iii) Density: R160

(iv) Plot ratio: 3

(v) Building height and form:

Potential location for one tower on No. 50-54 (Lot 906) Burswood Road and one tower on No. 10-12 (Lot 100) Asquith Street. Maximum 18 storeys (max 67.5 m), stepping down to minimum 2 storeys (min 7.5 m) and maximum 3 storeys (max 11.25 m) at all street frontages.

Maximum gross floor plate area 1,100m² for tower above podium.

Tower roof design shall have regard for the skyline silhouette.

Maximum basement height 1.2m above footpath level at street frontage for all buildings.

(vi) View sharing:

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

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

(vii) Setbacks:

Nil setbacks to all street frontages.

Nil side setbacks permitted for podium levels.

Tower element setback min 8 m from podium edge at all street frontages.

(viii) Access and parking:

All car parking screened from view, no forecourt parking permitted.

Car parking at and above ground level located behind a viable depth of commercial or residential activity for the majority of the street frontage. Alternative treatments must be of a high architectural/artistic quality.

(ix) Other:

For Lot 100 Asquith St and Lot 99 Twickenham Road, 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.

Also refer to the R-Codes, Volume 2 'Apartments'
which may prevail over requirements in this Policy

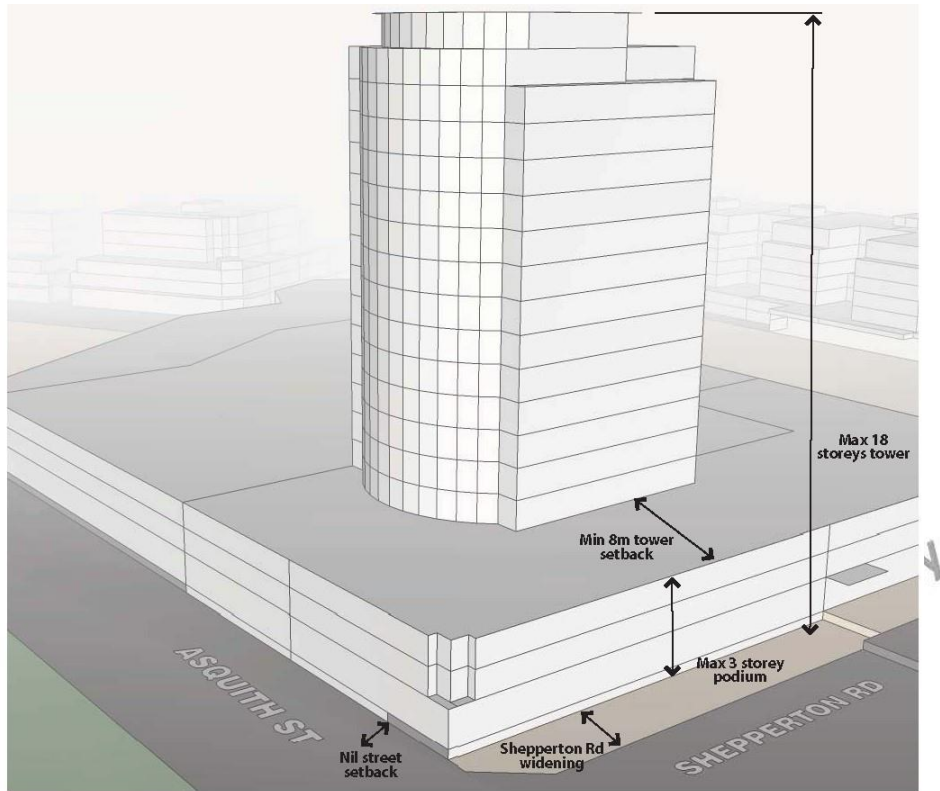


Figure A2.2: Development Provisions for Area 2

Also refer to the B-Codes,
which may prevail over requirements.

(c) AREA 3 PARKSIDE RESIDENTIAL

(i) Desired future character:

Contemporary residential development fronts onto parkland, forming an urban edge of apartments with city and park views. Potential for up to 4 taller residential buildings a maximum of 18 storeys having a 3 to 4 storey podium.

Residential development affords good surveillance over the parks, enhancing safety and usage. Apartments address both the park and the streets with dedicated pedestrian entries provided to both.

Ground floor commercial activity is required to street frontages with scope for additional commercial or community uses above.

(ii) Land use:

Residential towers with an office/commercial component only being permitted within the first 3 to 4 storeys and required to all streets at ground level.

For 1-5 (Lot1) Thorogood Street, an office/commercial component may be permitted within up to 5 levels of the tower building component of any development, subject to the proposal for development of the site meeting the following requirements:

- The development providing a good building interface and level of surveillance to the park and streets;
- The existing benefits of the community use being retained in the development of the site; and
- The provision of a significant amount of public parking on site for day time use.

AMD 48 GG 25/01/11

(iii) Density: R160

(iv) Plot ratio: 3

(v) Building height and form:

Potential location for up to one tower on each of the following sites:

- 43-47 (Lot 2) Burswood Road
- 53-63 (Lot 905) Burswood Road
- 1-15 (Lot 1) Thorogood Street
- 2 (Lot 100) Hawthorne Place.

Maximum 18 storeys (max 67.5 m), stepping down to min 2 storeys (7.5 m) and max 3 storeys (max 11.25 m) at street, lane and park frontages.

For 49-51 (Lot 1) and 43-47 (Lot 2) Burswood Road, maximum 4 storeys (maximum 15 m) permitted at street and park frontages in response to lot configuration and development constraints.

For 1-15 (Lot 1) Thorogood Street, maximum 4 storeys (maximum 15 m) may be permitted for part of the podium, subject to the proposal for development of the site meeting the following requirements:

- The development providing a good building interface and level of surveillance to the park and streets;
- The existing benefits of the community use being retained in the development of the site; and
- The provision of a significant amount of public parking on site for day time use.

Maximum gross floor plate area 1,100m² for towers above podium.

Tower roof design shall have regard for the skyline silhouette.

Maximum basement wall height 1.2m above footpath level at street frontage for all buildings.

Maximum car park wall height 3.5m at park edge and lane.

(vi) View sharing:

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

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

(vii) Setbacks:

Nil setback to all frontages.

Nil side setbacks permitted for podium levels.

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

(viii) Access and parking:

All car parking screened from view, no forecourt parking permitted.

Car parking at and above ground level to be located behind a viable depth of commercial or residential activity for the majority of the street frontage.

Basement or ground level parking may be provided directly adjacent to the park, with a maximum wall height of 3.5 m. Walls to be of high architectural/artistic quality when viewed from the park.

Parking on upper levels is to be screened by residential and/or commercial development for the majority of the park frontage.

(ix) Other:

Building design is to address and overlook parkland to improve safety and security for park users and provide an attractive frontage when viewed from the park.

All upper floors are to provide a high level of outlook over the parkland and residential development must provide extensive balconies on this frontage.

Provide separate clearly identifiable entries for residential and commercial uses, with adequate pedestrian weather protection at entries.

Provide pedestrian entry to developments from adjacent parkland.

Buildings with long frontages to parkland shall be appropriately detailed and articulated to reduce their apparent length and bulk.

1m lane widening required on both sides of lane for land abutting Hawthorne Place.

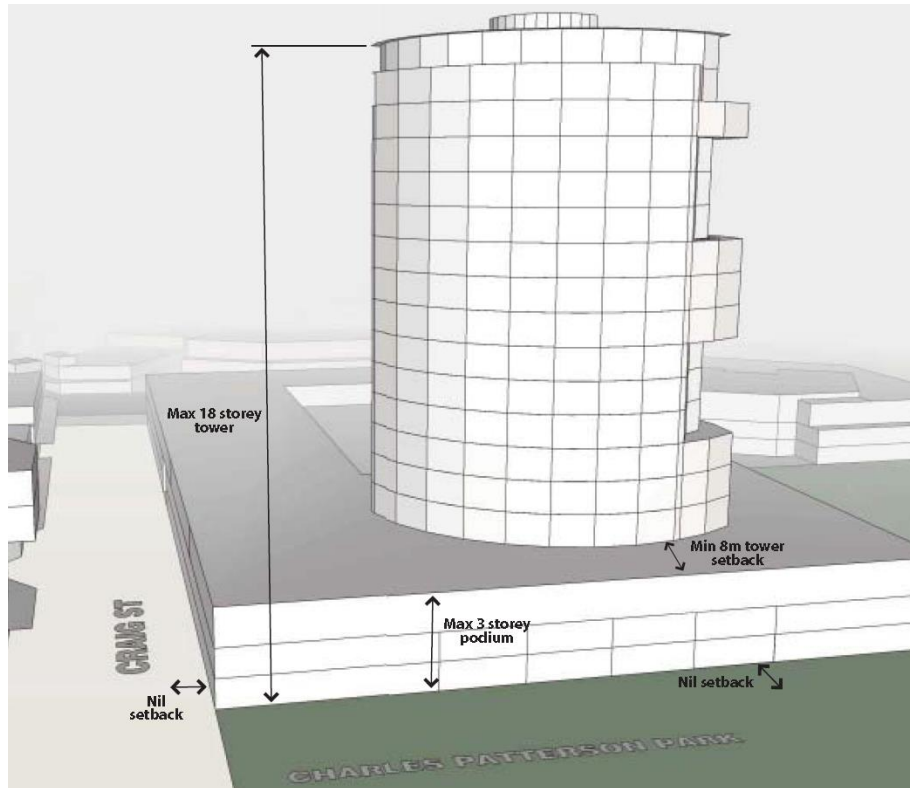


Figure A2.3: Development Provisions for Area 3

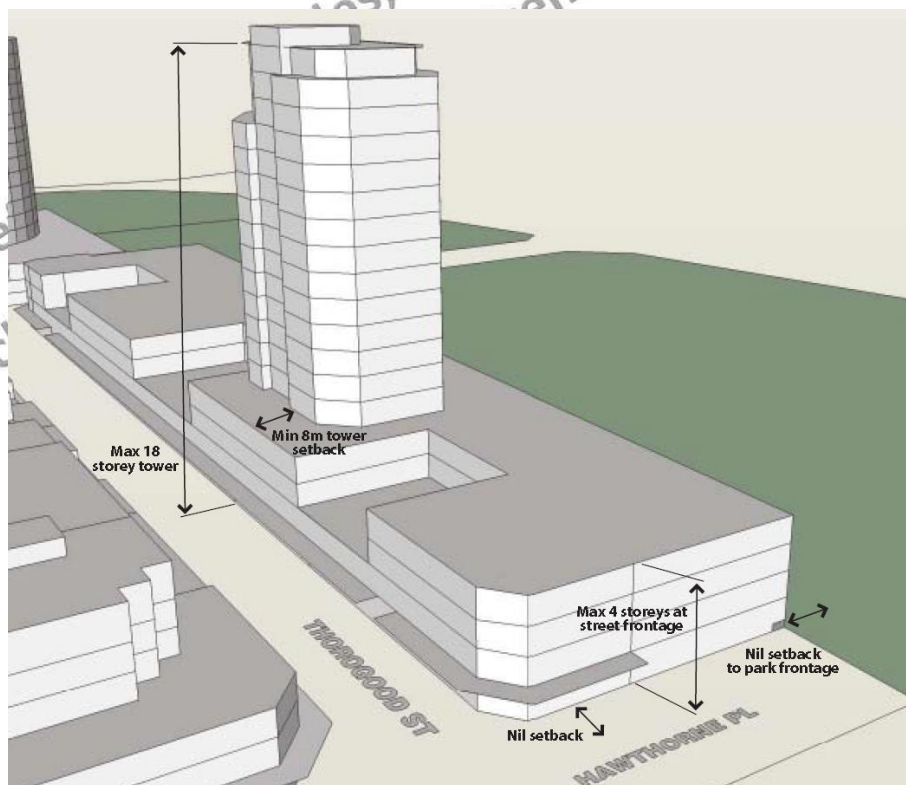


Figure A2.4: Development Provisions for Area 3

(d) AREA 4 PARKSIDE TERRACE

(i) Desired future character:

This area will undergo significant change, with new residential development up to 6 storeys fronting GO Edwards Park and forming an urban terrace edge of apartments. The laneway will be widened and significantly upgraded, becoming a mini-street flanking the park. Thinning and under-pruning of trees will provide sight lines into the park to improve safety for park users. Apartments will front onto the new mini-street and address the park, providing surveillance for park safety while offering amenity and views for residents. Additional dedicated pedestrian entry to apartments will be provided off the Burswood Road frontage.

Modern commercial frontage required to Burswood Road at street level with office and/or residential above, to a maximum of 3 storeys. All car parking accessed off the mini-street

(ii) Land Use:

Mandatory residential frontage to mini-street and park, mandatory commercial frontage to Burswood Rd at street level with residential and/or commercial above.

(iii) Density: R160

(iv) Plot Ratio:

2. Commercial and retail floor space at ground and first floor level on Burswood Rd frontage not included in plot ratio for an amount equivalent to the lot width times a depth of 10m for both levels.

(v) Building height and form:

Maximum 6 storeys (max 22.5 m) for residential facing park. Minimum 2 storeys (min 7.5 m) and maximum 3 storeys (max 11.25 m) to Burswood Rd frontage.

Maximum basement wall height 1.2m above footpath level at lane/street frontage

(vi) Setbacks:

Burswood Rd mandatory nil setback. Upper floors above 3 storeys to be setback min 8m from Burswood Rd.

Lane/mini street mandatory 2m setback at ground floor and 4m above ground floor. Balconies may project into the setback area max 2m.

Nil side setbacks mandatory up to 6 storeys to establish terrace form of development

(vii) Access and Parking:

All vehicle access off lane/mini-street.

All car parking screened from view, no forecourt parking permitted.

Shared visitor/resident pedestrian entry to be provided from the mini-street/lane adjacent to the parkland, to the residential component of developments.

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

(viii) Other:

Development on lots with a side boundary or boundaries abutting identified pedestrian connections must address those connections to provide passive surveillance to provide safety for pedestrian.

1m lane widening required on both sides of lane.

Also refer to the R-Codes, Volume 2 'Apartments'
which may prevail over requirements in this Policy

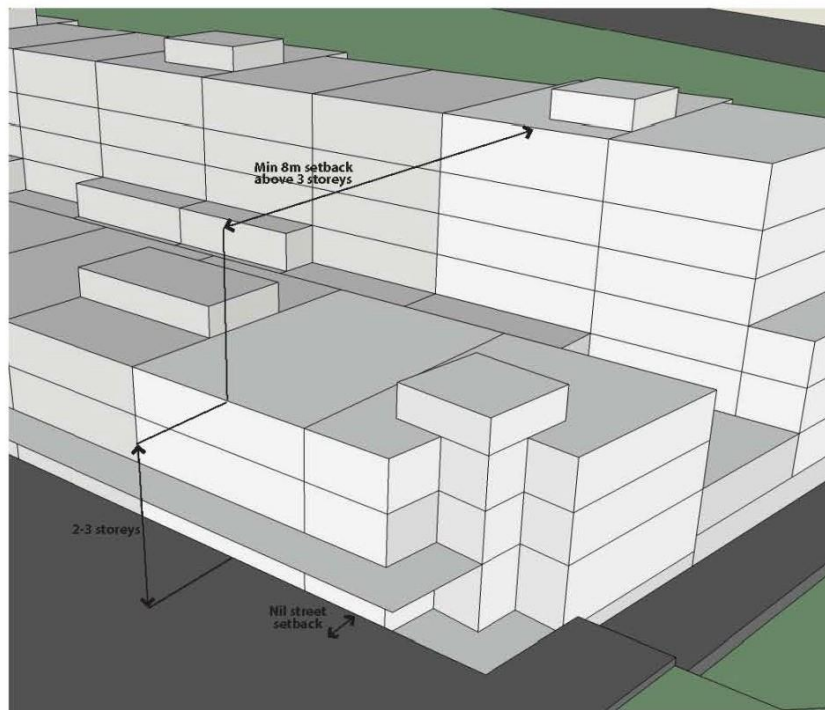


Figure A2.5: Development Provisions for Area 4

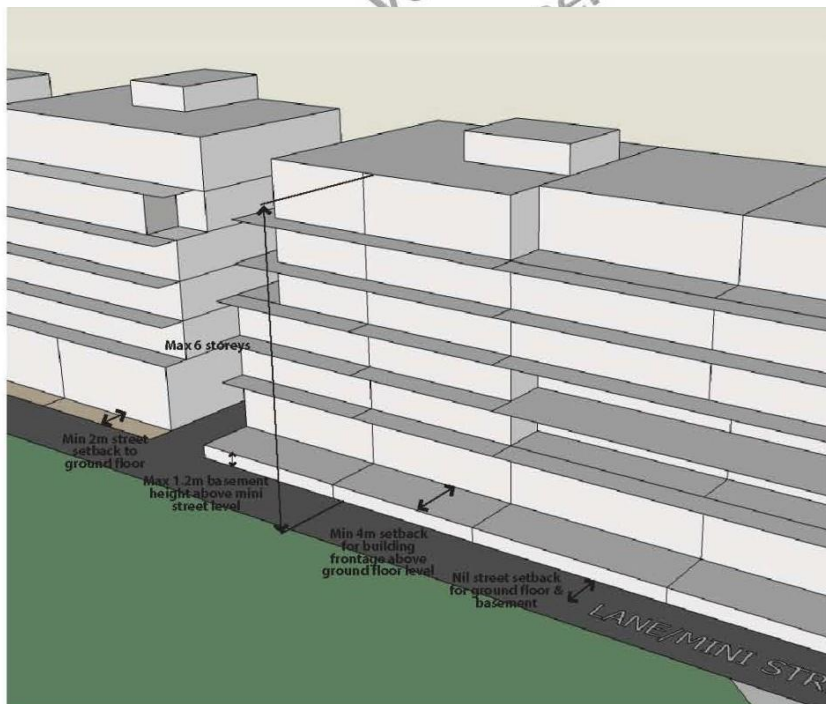


Figure A2.6: Development Provisions for Area 4

(e) AREA 5 ELEVATED MIXED USE

(i) Desired future character:

The built form and topography here will provide a visual landmark and secondary gateway to the Causeway Precinct when the intersection of Great Eastern Highway, Burswood Road and Victoria Park Drive is eventually signalised.

This elevated area has potential city and river views and is suitable for contemporary commercial and/or residential development. Additionally, this area is considered to be more suitable for 'Short Term Residential' development in the form of serviced apartments or similar given its location abutting both Great Eastern Highway and the existing rail line. Given the difficult size, shape and slope of sites, only 2 taller buildings up to 12 storeys are proposed. One will be north of Kitchener Road and one between Kitchener Road and Leigh Street that will require site amalgamation. These are likely to be developed later as there is considerable investment in the existing building stock. A 6 storey height limit is proposed for the rest of this area, stepping down to 4 storeys at the street frontages. This 6 storey height may be used as an alternative built form without a tower element.

(ii) Land use:

Residential, short term residential (ie. serviced apartments) and or office/commercial with a commercial component required to Burswood Rd at street level.

(iii) Density: As permitted under the R-Codes for a density code of R160.

(iv) Plot Ratio:

2. The mandatory commercial floor space at ground level on Burswood Rd is not included in plot ratio.

(v) View Sharing:

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

Minimum building separation of 30m between tower elements when measured parallel to alignment of Hampton St.

(vi) Building Height and Form;

Potential towers limited to one tower in each of the two locations that do not front onto Leigh Street and that have a minimum site area of 3,000m².

One location is on the properties known as No.176 - 178 (Lot 40, 76 – 77 & 100) Burswood Road. Some amalgamation of lots may be required to achieve the minimum site area of 3000m². The second location would also require some amalgamation of various lots to achieve the minimum site area of 3,000m². This location comprises No.170 (Strata Lots 1-7) Burswood Road,

No.172 (Strata Lots 1-6) Burswood Road, No.9 (Lot 50) Kitchener Avenue and No.11 (Lot 51) Kitchener Avenue, Burswood.

Maximum 12 storeys (max 45 m), stepping down to minimum 2 storeys (7.5 m) and maximum 4 storeys (max 15 m) at street frontages.

Maximum gross floor plate area 1,100m² for tower element above 6 storeys.

Alternative development without tower element and development on all other sites to be minimum 2 storeys (min 7.5m) and maximum 4 storeys (max 15m) at street frontages stepping back to maximum 6 storeys (max 22.5m) overall.

Building height stepped down at Leigh Street frontage to ensure lots on south side of Leigh St are not overshadowed at noon on June 21.

Basement height above footpath level max 1.2 m for flat sites and average 1.2 m on sloping sites.

Tower elements roof design shall have regard for the skyline silhouette.

A U-shaped or L shaped built form is encouraged to provide natural light and ventilation, with the opening to the rear to maintain a continuity of frontage to the street elevation.

(vii) Setbacks:

Nil setback permitted to all street frontages. Upper floors above 4 storeys setback min 8m from all streets.

Nil side setbacks mandatory for at least the first 2 levels to establish continuity of built form to street frontage.

Balconies may project into the setback area max 2 m.

(ix) Access and Parking:

No vehicle access off Burswood Rd unless no alternative available. If access is required off Burswood Road then this is to be left in, left out only.

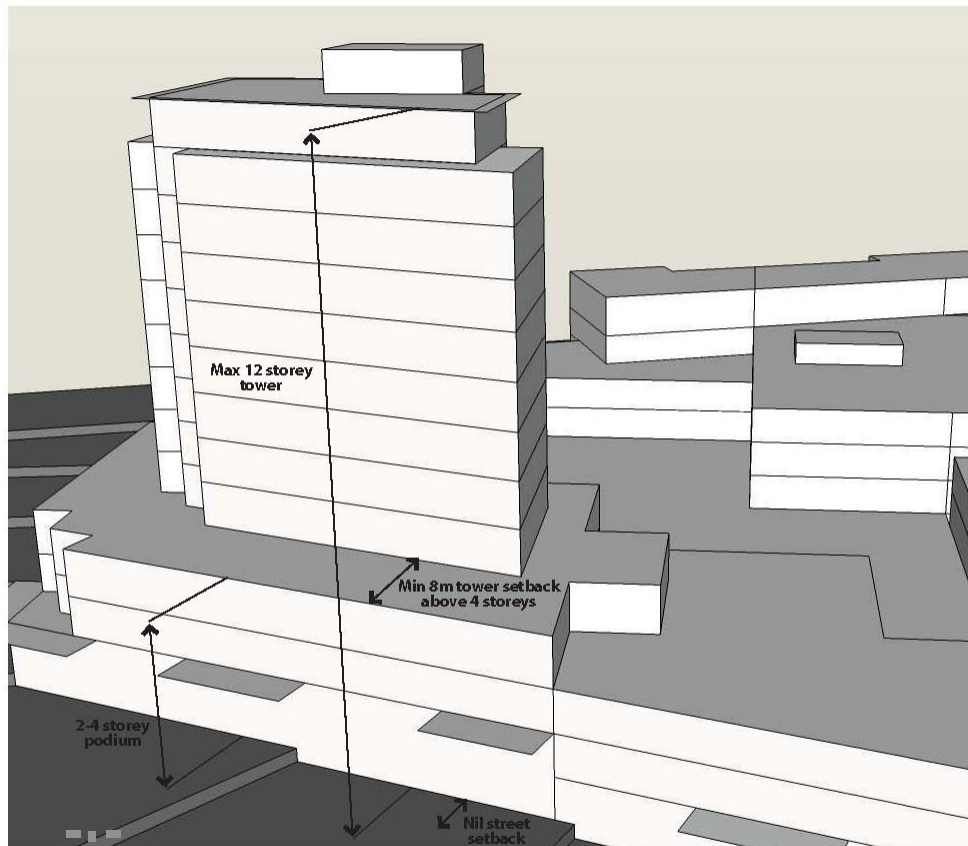
All car parking screened from street view. Car parking at and above ground level located behind a viable depth of commercial or residential activity for the majority of the street frontage. Alternative treatments must be of a high architectural/artistic quality.

(x) Other:

Provide separate clearly identifiable entries for residential and commercial uses, with adequate pedestrian weather protection at entries.

Entries to car parking designed to minimise visual intrusion on street.

Also refer to the B-Codes, Volume 2, Apartments' which may prevail over requirements in this Policy



Town of
Victoria Park

project:
CAUSEWAY PRECINCT REVIEW
MARCH 2009

drawing title:
AREA 5

scale:
N.T.S.

Figure A2.7: Development Provisions for Area 5

Also refer to
which may pre-

(f) AREA 6 LOW RISE MIXED USE

(i) Desired future character:

This area acts as a transition between the Burswood residential neighbourhood in the Victoria Park Precinct and more intensive commercial and residential development in the Causeway Precinct. The area is bounded by Burswood and Teddington Roads, major entry streets and thoroughfares to the Precinct. Both streets will ultimately be attractively landscaped and edged with contemporary low rise buildings with commercial or retail uses at street level and residential/office uses above.

This area has the least density and plot ratio to maintain a lower scale next to existing residential development. The maximum 3 storey height to the street steps down to 2 storeys at the rear adjoining existing housing.

The intersection of Burswood and Teddington Roads is designated as the 'Retail Hub' and will provide a focal point for local shopping in the Precinct (refer Area 8). Land on the corner of Teddington and Shepperton Roads has been included in Area 7 to provide an opportunity for a 'book-end' entry to the Precinct.

(ii) Land use:

Mandatory office/commercial frontage at street level, with small scale retail permitted. Residential and/or commercial above street level.

Appropriate business support services encouraged.

Active retail street frontage required within the retail hub at the corner of Teddington and Burswood Rds (refer Area 8).

(iii) Density: R60

(iv) Plot Ratio:

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

(v) Building Height and Form:

Minimum 2 storey (min 7.5m) and maximum 3 storey (max 11.25m) to Teddington and Burswood Rd frontages, reducing to 2 storeys within 8m of the rear or side boundary of a residential zoned lot.

(vi) Setbacks:

Burswood Rd mandatory nil front and side setbacks with minor variations permitted.

Teddington Rd between 2m minimum and 4m maximum street setback and nil side setback.

Secondary street frontages between nil and 4m maximum street setback and nil side setback.

Balconies may project into the setback area max 2 m.

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

Ground floor may be located at a nil setback to right- of-way, with the second storey setback 7.0 metres from the centreline of the right-of-way, providing for a minimum separation of 14 metres at the second storey level between residential and mixed use development.

(vii) Access and Parking:

No vehicle access off Burswood or Teddington Rds unless no alternative available.

Where car parking is located adjacent to the right-of- way and not within or screened by a building, a minimum 1.5 metres screen landscaping is to be provided between the car parking and the right-of- way.

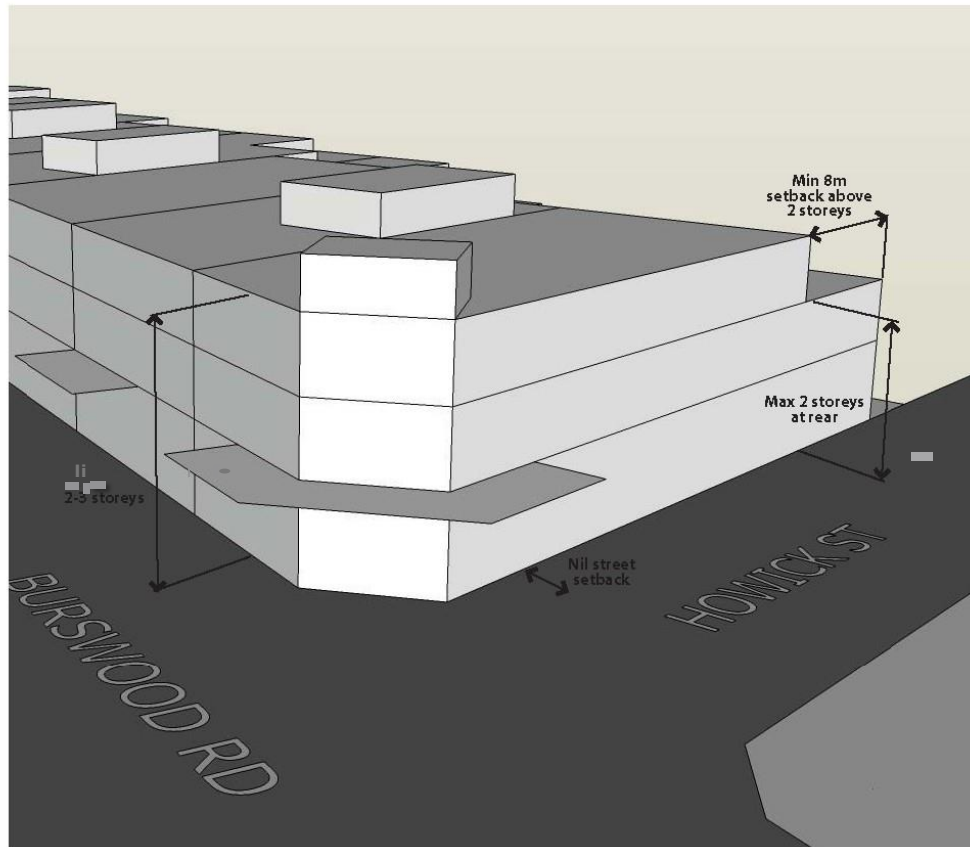
All car parking screened from street view.

(vii) 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.

Also refer to the R-Codes, Volume 2 'Apartment'
which may prevail over requirements in this Policy



Town of
Victoria Park

project:
CAUSEWAY PRECINCT REVIEW
MARCH 2009

drawing no.:
AREA 6

scale:
N.T.S.

Figure A2.8: Development Provisions for Area 6

Also refer to
which may prevail

g) AREA 6B CROQUET CLUB SITE

(ii) Desired future character:

The area is to act as an interface between the Commercial Core and medium density residential area of the Victoria Precinct whilst providing an attractive entry statement to the Causeway Precinct.

(iii) Land use:

Residential and/or commercial uses, but not retail uses such as Shops, Restaurants etc. On Lots 64 and 100 only uses that would otherwise be permitted within a Residential zone.

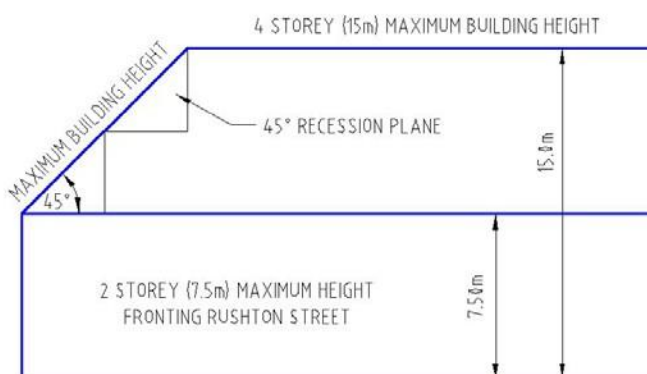
(iii) Density: R80 for Lots 62, 63 and 64; R60 for Lot 100.

(iv) Plot Ratio: Maximum 1.0 for Lots 62 and 63; As per R-Codes for Lots 64 and 100.

(v) Building height and Form:

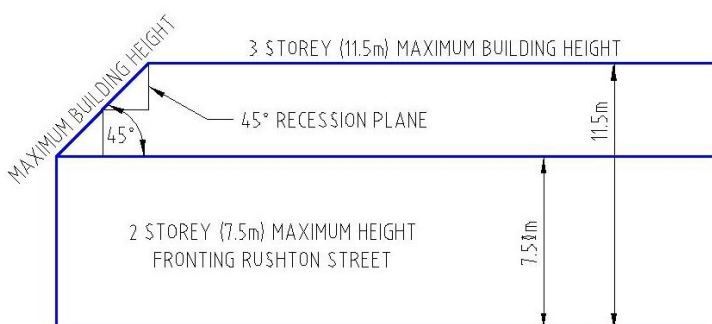
For development on Lots 62 and 63, maximum 4 storeys (maximum 15m) adjacent to Shepperton Road, with building adjacent to Rushton Street to be maximum of 2 storeys (7.5m) at required front setback, with a maximum of 4 storeys (maximum 15m) within a recession plane as follows:

BUILDING HEIGHT RESSION PLANE FOR RUSHTON STREET FRONTAGE



For development on Lot 64, maximum of 2 storeys (7.5m maximum) at required front setback to Rushton Street, with a maximum 3 storeys (maximum 11.25m) within a recession plane as follows:

BUILDING HEIGHT RESSION PLANE FOR RUSHTON STREET FRONTAGE



For development on Lot 100, maximum 2 storeys (max 7.5m).

Development to incorporate vertical stepping. Building form to enable cross ventilation and natural light while maintaining appropriate street frontages.

(vi) Setbacks:

Buildings to be setback in accordance with the side setback standards of the R-Codes from the northern boundary shared with Nos. 33 & 33A Rushton Street.

Development on Lots 64 and 100 to be setback a minimum of 6m from Rushton Street.

Development on Lots 62 & 63 to be setback 3m from Rushton Street.

Development to be setback minimum 2m from the Shepperton Road Reserve.

Nil setback permitted to western boundary.

(vii) Access and Parking:

No vehicle access off Shepperton Road.

Vehicle access to retain existing street trees where possible.

All car parking screened from street view.

Possible vehicle access available from right-of-way to the north.

(viii) Other:

Development on Lot 100 to comply with privacy standards of the R-Codes in relation to Nos. 33 & 33A Rushton Street.

Provide separate clearly identifiable entries for residential and commercial uses with adequate pedestrian weather protection at entries.

Development must present an articulated frontage to both the Shepperton Road and Rushton Street frontages and also provide a high standard of landscaping to both frontages, particularly the Rushton Street frontage.

Also refer to the R-Codes, Volume 2 'Apartments' which may prevail over requirements in this Policy

(h) AREA 7 COMMERCIAL CORE

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

(i) **Desired future character:**

A vibrant commercial centre will develop here, having sufficient overall floor space to become a significant business destination of choice with high quality contemporary offices and support services. There is potential for extension of the commercial core to the southern side of Shepperton Road in the longer term.

With a plot ratio of 3, the focus is on achieving a commercial and employment centre. Development may be entirely commercial or may include residential once commercial floor space equivalent to a plot ratio of 2 is provided.

Development up to 6 storeys is envisaged, with the built form establishing a coherent urban centre. Design responses are sought that maintain a continuity of frontage to the street and provide natural daylight and ventilation and a sense of outlook for occupants.

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

(ii) **Land use:**

Office/commercial with support services and potential for a residential component that may be located above or beside the commercial use. Mandatory office/commercial frontage at street level for majority of lot width, with small floor area retail and residential permitted.

Active retail street frontage required within the retail hub at the corner of Teddington Rd and Burswood Rd (refer Area 8).

(iii) **Density:** R160

(iv) **Plot ratio:** 3

Maximum plot ratio of 1 for residential development once a plot ratio of 2 has been achieved for office/commercial use on that site.

For lots less than 2500 m² abutting Shepperton Rd see Area 9.

(v) **Building Height and Form:**

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

A U-shaped or L shaped form for the upper levels is encouraged to provide natural light and ventilation, with the opening to the rear/lane to maintain a continuity of frontage to the street elevation.

Maximum basement height 1.2m above footpath level at street frontage.

(vi) Setbacks:

Burswood Rd mandatory nil setback.

Teddington Rd between 2 m minimum and 4m maximum setback.

Remaining streets and lanes nil setback permitted.

Nil side setbacks mandatory up to 6 storeys to establish continuity of built form to street frontage.

All upper floors above 3 storeys setback 8 m from streets and 4 m from lanes.

Balconies may project into the setback area max 2 m.

Shepperton Rd see Area 9.

(vii) Access and Parking:

No vehicle access off streets unless no alternative available.

All car parking screened from view, no forecourt parking permitted.

Car parking at and above ground level located behind a viable depth of commercial or residential activity for the majority of the street frontage. Alternative treatments must be of a high architectural/artistic quality.

(ix) Other:

Design of buildings at the Teddington and Shepperton Rds intersection should reflect their role as the gateway to this Precinct with frontages to both streets and a strong presence.

For Lot 32 Teddington Rd, the southern side of any proposed building parallel to Shepperton Rd shall be treated as a secondary frontage to Shepperton Rd. The elevation shall be designed to reflect its location as having a potential street frontage to Shepperton Rd in the event of road widening and landscaping of this thoroughfare.

Provide separate identifiable entries for residential and commercial uses within the same development, with adequate pedestrian weather protection at entries

Lane widening required as a condition of development.

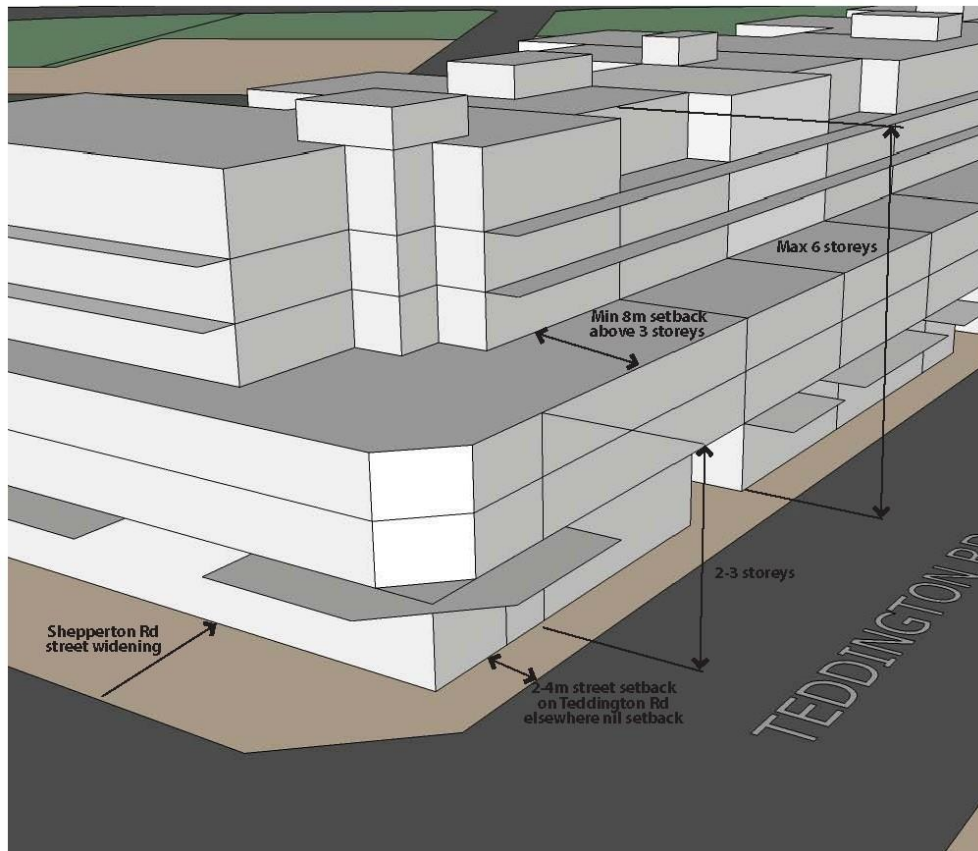


Figure A2.9: Development Provisions for Area 7

(i) AREA 8 RETAIL HUB OVERLAY

(i) Desired future character:

Creation of a small scale local retail centre as the pedestrian and activity 'heart' of the Precinct around the junction of Burswood Road, Teddington Road and Hawthorne Place is proposed. Cafes and shops are clustered here, having good access to sun and long views down Hawthorne Place to the park. Glazed shopfronts are encouraged at street level, with residential and commercial uses overlooking the hub. Pedestrian links to parkland via Hawthorne Place to be strengthened.

A roundabout treatment is planned to assist traffic flow and improve safety at this busy intersection. Focal point landscape treatment and/or art work at this key junction will aid legibility and improve sense of place. Attention to pedestrian needs should be a priority.

(ii) Land use at Street Level:

Mandatory active retail/cafe component at street frontage for at least 50% of lot width to Burswood Rd within designated Retail Hub.

Commercial and retail floor space at ground level on Burswood Road frontage is not included within plot ratio.

Retail floor space cap of 1400 m² within the Retail Hub with a maximum retail floor space of 500 m² for any one tenancy.

(iii) Amenity:

Pedestrian weather protection canopies required in Retail Hub for full length of lot frontage to Burswood Rod.

(iv) Other:

Retail frontage to be extensively glazed and enhance sense of active street frontage.

Setbacks to support alfresco uses with design attention to safety and security.

Retail floor space at ground level on Burswood Rd frontage within Area 8 Retail Hub not included within plot ratio.

Also refer to the R-Codes, Volume 2 'Apartments', which may prevail over requirements in this Policy

(j) AREA 9 SHEPPERTON STREETSCAPE OVERLAY

(i) Desired future character:

Shepperton Road forms one boundary of the Causeway Precinct, playing an important gateway role and linking the Precinct to the Albany Highway shopping strip. Future road widening will be accommodated and landscape treatment needs to reflect the gateway significance of this streetscape.

The built form will be designed to reflect this high exposure location and establish a strong identity for the developing business centre. As all lots abutting Shepperton Road are corner lots, buildings will be required to address both frontages, with vehicle access off secondary streets or lanes. There is potential for extension of the business centre to the southern side of Shepperton Road in the longer term.

(ii) Lot size and development controls:

The provisions of the relevant Area apply – either Area 2 Asquith St Mixed use, Area 6B Croquet Club Site or Area 7 Commercial Core to development, with the exception that for lots abutting Shepperton Road that are less than 2500m² in area, plot ratio is limited to 1. If lots abutting Shepperton Road are amalgamated with lots to the north so that the lot size is a minimum of 2500m² then the plot ratio provisions of the relevant Area apply – either Area 2 Asquith St Mixed Use or Area 7 Commercial Core. AMD 48 GG 25/01/11, AMD 54 GG 06/09/13.

(iii) Building Height:

4 storey maximum (15m) to Shepperton Rd at frontage line

Where lots are amalgamated upper floors above 4 storeys to be setback min 8m from street frontages.

(iv) Street Setback:

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

(iv) 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.