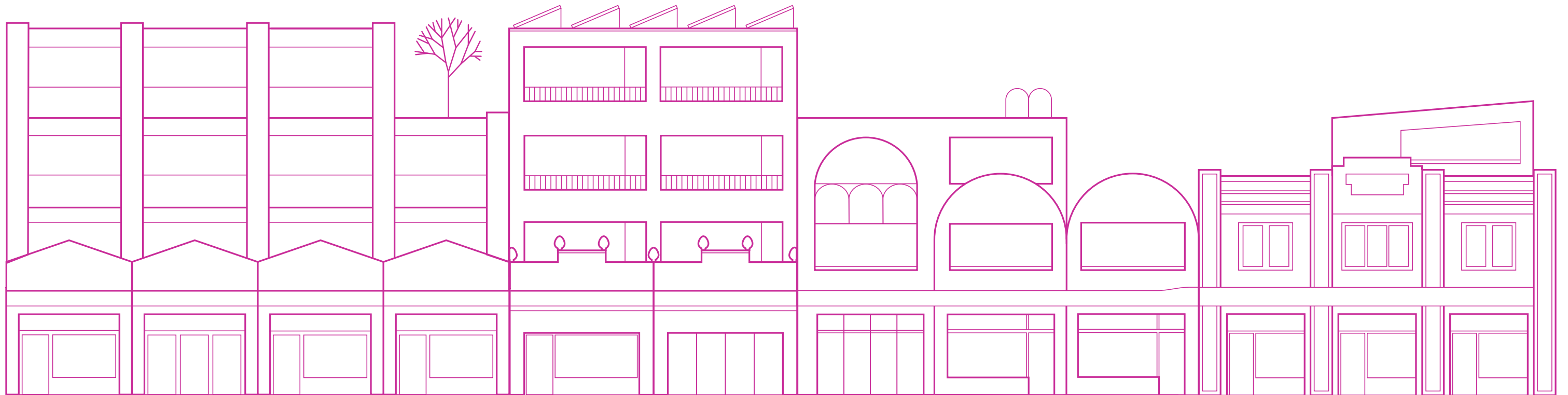


Albany Highway

Built Form Strategy



Introduction

This Built Form Strategy outlines specific proposals for how development should occur on Albany Highway in the years to come. It lays the groundwork for the creation of a sustainable and productive place that meets the needs of the community now and into the future. It reflects the outcomes of scenario testing through engagement with a Community Reference Group (CRG) supported by technical analysis.

The strategy has been prepared as a key input into the Albany Highway Precinct Structure Plan (PSP), which will ultimately include specific planning controls that regulate building design, size, location and community benefit requirements.

The strategy provides a framework to guide the preparation of these controls, taking into account the community's preferences and aspirations. It includes formalised built form principles and illustrates expectations and ambitions for development outcomes within each of the Highway's six precincts.

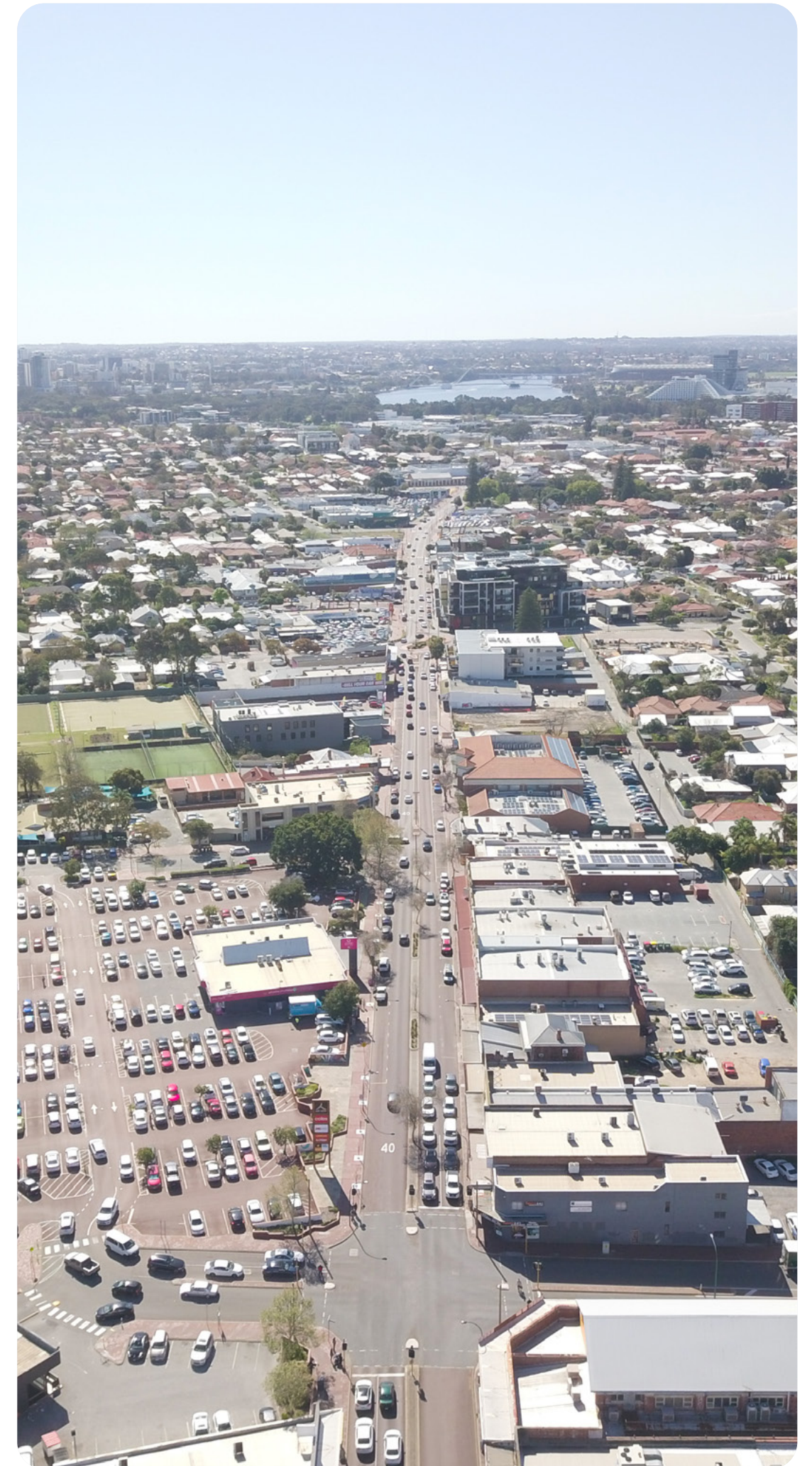
Drafting of the PSP will be informed by feedback received on this document, along with other ongoing initiatives aimed at improving the Highway's land use, public realm, urban ecology and movement network. The resulting PSP will be subject to further public advertising and review prior to finalisation.

Why Change?

The current planning controls for Albany Highway have failed to achieve the desired outcomes, as evidenced by the low rates of dwelling growth, inconsistent architectural quality, limited retail diversity, and low levels of local employment.

Testing and evaluation of the current TPS1 Planning Framework identified the following issues:

- No specific sustainability standards or community benefit requirements for new development
- Current building heights allow tallest development in constrained areas, overshadowing key public spaces
- Restrictions on major sites limit opportunities for renewal and 'critical mass' of population
- Uniform built form requirements along the Highway do not respond to diverse urban context
- Lack of protections for contributory heritage shopfront fabric risks loss of character over time
- Limited guidance of neighbourhood transition from Highway-fronting development to surrounding residential areas
- No guidance regarding preferred land use outcomes to ensure economic resilience and grow local employment
- Constrained capacity to achieve WA government infill targets and Town economic and social policy objectives



Implications for Growth

The draft Built Form Strategy proposes an increase in Albany Highway's maximum development capacity through greater building height and plot ratio. This change is expected to increase the number of dwellings and amount of employment-generating floorspace within the activity centre, and by extension the number of residents and workers in the local area.

This increase in development capacity does not necessarily reflect the amount of development that is likely to occur in the short or medium term. Recent development activity in the centre has been limited, with analysis by Colliers (2021) of new unit supply between 2009–21 identifying an average completion rate of just 40 units per year.

Future development will occur in an uncertain economic environment with significant competition from other inner-city areas that are implementing similar policy and planning frameworks. Significant competing supply is also expected to be delivered locally at Burswood Peninsula and within Station Precincts associated with Metronet.

The potential for development in the precinct is further constrained by the Highway's success as a food and beverage destination and its fragmented land ownership, factors which sustain relatively high underlying site values compared to similar activity centres.

While strong economic fundamentals are forecasted for Western Australia over the coming decades and Albany Highway has positive locational attributes, commercial analysis prepared by Cygnet West (2022) suggests it will take decades for market conditions in the area to reach optimal built form delivery as contemplated by this strategy.

A significant increase in the rate of development and supply of new dwellings within the centre is therefore considered unlikely over the short term, irrespective of changes made to the planning framework.

To provide insight into the potential development outcomes of the Built Form Strategy, two growth scenarios for Albany Highway have been developed:

- A current growth scenario which assumes a continuation of the historical trend of 40 new units per year within the centre; and
- An increased growth scenario which assumes that a doubled growth rate of 80 new units per year will occur due to unforeseen improvements in market conditions.

Growth has been projected over a time period of 2023 to 2033, which aligns with the 10-year operational life of the Precinct Structure Plan.

As presented opposite, these growth scenarios suggest that the Built Form Strategy will likely result in a gradual development within the Precinct, with an anticipated increase in precinct population of between 18% and 36% by 2033 with 400–800 new units completed in this period.

Note these are indicative estimates and should not be considered a comprehensive forecast of expected development activity.

Albany Highway Today (2023)



1,860 Dwellings



4,630 People

Current Growth Rate (2023–33)



2,260 Dwellings (+400)



5,470 People (+840)

Increased Growth Rate (2023–33)



2,660 Dwellings (+800)



6,310 People (+1,680)

Approach

Below is a summary of the key steps taken to prepare the Built Form Strategy.

Heritage Character and Major Sites

The precinct benefits from several large, consolidated land holdings, which are well placed to accommodate the majority of future growth. This allows for a highly context sensitive approach within heritage listed and contributory locations.

Technical Assumptions

To ensure a clear and feasible approach to testing, key built form assumptions were established. This process involved reviewing State policy and existing precincts in the Central Sub-region to determine key metrics and benchmarks, such as plot ratios and floor-to-ceiling heights. Additionally, the team documented assumptions related to gross floor area and unit sizes and conducted a suitability analysis of the site as a baseline for development scenarios.

Existing Controls Review

Current TPS1 provisions were modelled and assessed to identify positives and weaknesses within the established planning framework. This testing process included urban design analysis and yield testing and was informed by technical heritage and feasibility inputs.

Approved Development and Exemplar Review

A technical review of recent developments within the precinct and exemplar projects elsewhere identified priority reforms and documented broader performance issues with current planning provisions.

Principles Development

Based on the agreed direction of the Albany Highway Tomorrow report, a series of built form strategies were further refined and developed. This process translated qualitative design objectives into measurable metrics and standards to guide the testing process.

3D Scenario Modelling

Testing was based on a digital model of the site assembled by Hatch RobertsDay which accurately records existing development, landform, tree height and location and solar orientation. This platform allows accurate analysis of visual impact, overshadowing effects and growth implications from each testing scenario.

Scenario Testing and Refinement

Through engagement with a Community Reference Group (CRG) consisting of local residents and business owners, three built form scenarios were created and assessed to establish the draft directions in this strategy.

Initially, a Concentrated Scenario, focusing on future growth in select locations, and a Distributed Scenario, promoting lower intensity growth across a broader area, were tested. This led to the Combined Scenario, which was the CRG's preferred outcome and set the draft directions in the strategy. The scenarios are illustrated in the diagram shown opposite.

Commercial Property Review

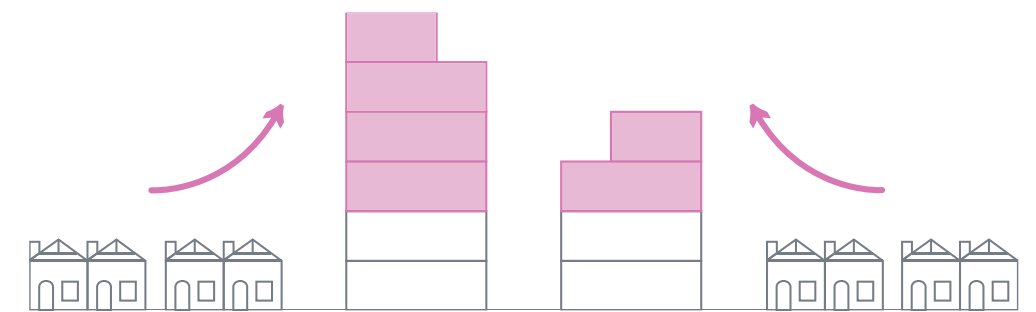
Cygnets West's expert advice was that elements of the Distributed and Concentrated scenarios needed to be combined, providing the flexibility to respond to changing market conditions and demographics over time. Specifically, more likely lower density development inherent in the Distributed Scenario in the short to medium term and higher density on major sites inherent in the Concentrated Scenario longer term.

Public Consultation

Following public advertising, the Built Form Strategy will be amended and used to inform the preparation of a draft Precinct Structure Plan. This plan will be released for further comment in due course.

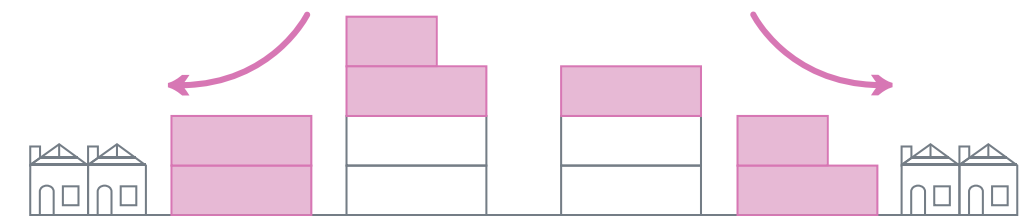
Scenario 1 Concentrate Growth

Contain the extent of growth to the Highway only, with demand met through increased development on major sites



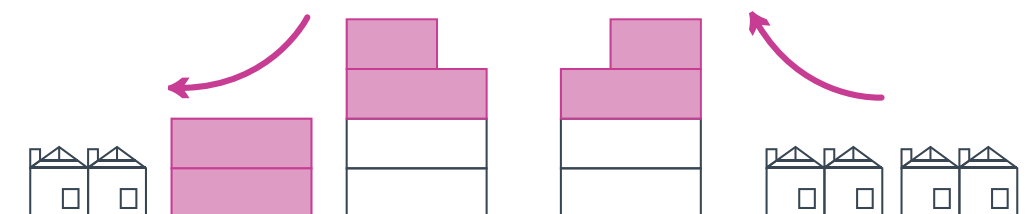
Scenario 2 Distribute Growth

Limit maximum building height, with future growth accommodated both along the Highway and in some surrounding areas



Built Form Strategy Combined Scenario

Varied approach in response to precinct character, with a combination of concentrated and distributed approaches proposed along the Highway



Community Reference Group Feedback

The Distributed and Concentrated growth scenarios were reviewed by the Albany Highway Community Reference Group (CRG) as part of the urban design and technical planning process. CRG feedback was provided through three convened sessions, based on which the development of a third Combined Scenario was undertaken which sought to capture the balance of views across the CRG whilst having regard for technical and commercial property advice and policy requirements.

Feedback provided by the CRG was extensive, with key themes and questions falling into three broad areas as summarised below.

Establishing the need for development

- Addressing local priorities such as a lack of suitable housing for young people and the aging
- Prioritising economic drivers by diversifying retail and employment opportunities
- Maintaining a humble and comfortable character

Addressing distribution and impact

- Ensuring fairness and equity for both communities and developers
- Determining whether benefits and impacts of growth should be distributed widely or limited in scope
- Understanding how development transitions to surrounding neighborhoods

Maximising Community Benefit

- Essential need for practical and transparent mechanisms
- Ensuring additional height delivers meaningful benefits such as additional greenspace
- Prioritizing culture, art, indigenous heritage and public realm improvements

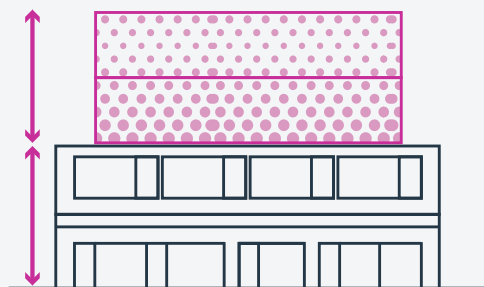
Built Form Attributes

The process of developing the concept scenarios entailed a thorough examination of urban design opportunities and constraints along the Highway through iterative design testing. This process highlighted the following eight essential built form attributes that hold significant importance in ensuring the success of future development on Albany Highway.

Clear parameters and objectives for each attribute were developed to guide the concept scenarios and inform future urban development along Albany Highway as part of the overall Built Form Strategy. These attributes are summarised on the following page.

- | | |
|--------------------------------|---------------------------|
| a Height and Plot Ratio | e Street Interface |
| b Heritage Response | f Solar Access |
| c Street Wall | g Scale Transition |
| d Upper Level Setbacks | h Major Sites |

a Height and Plot Ratio



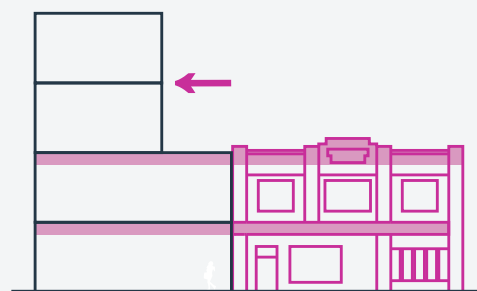
Height and plot ratio controls work together to manage building bulk and form. Height controls provide clarity on growth expectations for both the community and developers, while floorspace controls encourage design responses that are contextually appropriate.

Key Principles

Height and plot ratio provisions will achieve the following outcomes:

- Reflect community feedback relating to areas of desired transformational change and limited change, with lower heights in the Victoria Park, East Victoria Park and East End precincts and potential for greater heights in the Causeway, Central, and St James precincts
- Emphasise prominent corners and distinguish highly visible sites to add variety, visual interest and a recognisable sense of place along the Highway
- Concentrate height within identified major sites, with heights transitioning down to mid-rise highway-fronting areas and low-scale residential areas

b Heritage Response



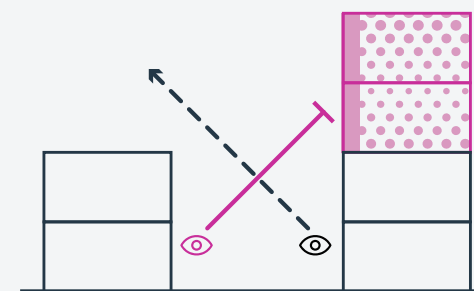
Preserving heritage buildings and features is essential to maintaining a sense of place. Heritage controls guide how new buildings relate to nearby heritage sites and safeguard contributory features such as historic shopfronts.

Key Principles

Heritage provisions will achieve the following outcomes:

- Protect and reinforce the heritage value of the Highway's key heritage-listed buildings while encouraging restoration and adaptive reuse
- Maximise retention and conservation of unlisted contributory fabric including historic shopfronts and parapets within new development to maintain streetscape grain and character
- Ensure height and architectural style of development adjoining heritage sites is sympathetic in form, scale and materiality
- Achieve spatial separation between original and new built fabric to maintain heritage integrity

c Street Wall



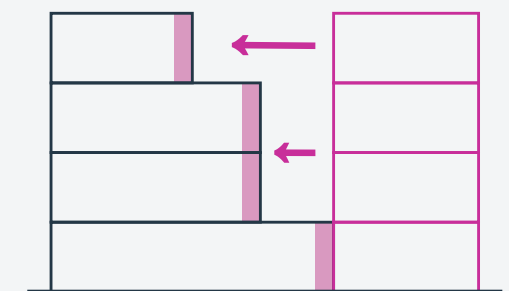
Lower building heights at street level can help to create a comfortable and human-scale experience for pedestrians. Upper levels should be sufficiently set back to distinguish between the street wall and the building elements above.

Key Principles

Street wall provisions will achieve the following outcomes:

- Contextualise streetwall height to the surrounding built environment, taking into account the scale and character of existing buildings and spaces.
- Promote variety and interest through differing streetwall heights along the Highway, while ensuring consistency and coherence within precincts and at points of transition
- Ensure differentiation between the streetwall and upper building elements by establishing consistent front setback requirements above streetwall height

d Upper Level Setbacks



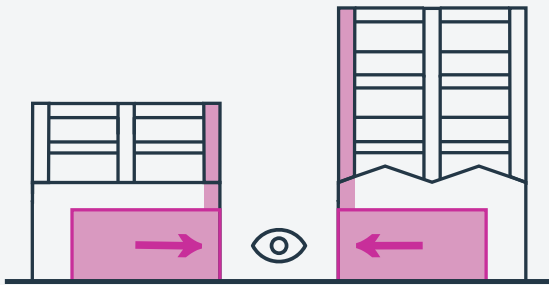
Side boundary setbacks can increase solar access to the street and support cross-ventilation. Equally, allowing taller boundary walls can improve development outcomes on small sites and create an interesting urban character.

Key Principles

Upper level setback provisions will achieve the following outcomes:

- Where additional height is to be permitted above the street wall, encourage side setbacks to mitigate the perceived bulk of additional height
- Maintain daylight penetration and ventilation to the street between upper building levels where lot width permits
- Support good ventilation and outlook for residential dwellings by minimising internally oriented dwellings
- Allow nil (attached) side setbacks in narrow-frontage areas to protect and emphasise existing fine-grain character

e Street Interface



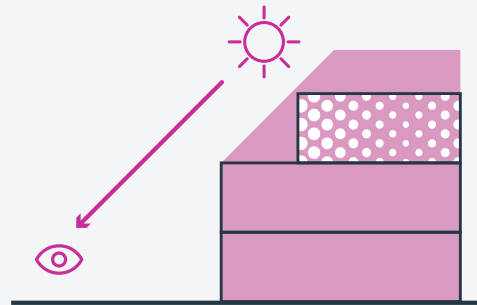
Controlling the manner in which new development addresses and enlivens streets and laneways can support a lively and diverse environment. Buildings should make a positive contribution to the street and be responsive to existing character and land use.

Key Principles

Street interface provisions will achieve the following outcomes:

- Strategically identify key focus areas for ground floor retail and hospitality to avoid dispersal and oversupply of suitable tenancies
- Promote alternative ground floor uses outside of core retail areas that support employment, such as office space, creative studios, light industrial units and community services
- Ensure ground floor design is efficient, maximising the available floorspace for commercial tenancies; and high quality, through the use of high quality materials
- Promote activation of laneways with commercial and residential uses alongside servicing

f Solar Access



Building envelope controls can prevent excessive overshadowing of critical street areas and public space. This can be achieved by prioritizing areas that require higher protection levels to achieve a fair and balanced outcome.

Key Principles

Solar Access provisions will achieve the following outcomes:

- Protect important open spaces and key sections of Albany Highway from overshadowing while permitting overshadowing elsewhere
- Balance overshadowing with development viability and the achievement of critical mass
- Adopt the September Solstice (22 June) as the measure used to determine overshadowing impacts, to gain an understanding of the potential impact when shadows are at their longest and most impactful.
- Adopt a reasonable approach to overshadowing impact focused on preserving a minimum of 5 hours of uninterrupted access

g Scale Transition



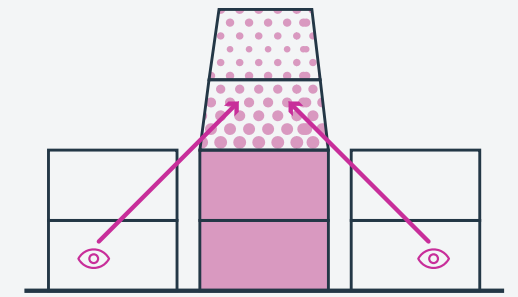
Transitional controls are used to mitigate amenity impacts between new higher-density development and adjacent low-scale residential properties. These controls use a combination of ground floor setbacks, built form envelope controls and solar controls to provide a sensitive interface to these neighbouring properties.

Key Principles

Neighbourhood interface provisions will achieve the following outcomes:

- Share transitional arrangements fairly by allowing more development on adjacent lots where possible, to avoid overly constraining key Highway sites
- Require ground level rear setbacks where no laneway exists to accommodate landscaped areas and deep soil zones
- Manage sensitive direct interface areas where no laneway or ROW exists with greater setbacks

h Major Sites



Specific controls are required to ensure that large sites add value to the Highway and enhance its distinctive character while accommodating significant development that delivers new amenities and community benefits.

Key Principles

Major site provisions will achieve the following outcomes:

- Promote greater development height where this adds diversity, visual appeal, and a memorable sense of place to the Highway
- Ensure the delivery of significant community benefit and public amenity that is commensurate with the scale of development
- Consolidate height within Major Sites where visual impact and overshadowing is most limited, with suitable transition in scale to adjoining areas
- Require the preparation of Local Development Plans to establish detailed and separate controls to 'typical' sites on account of their complexity and importance to realising the vision for Albany Highway.

Built Form Strategy

Technical Inputs

Informing development of the Built Form Strategy is technical advice received in built and cultural heritage, development feasibility, and retail and commercial development. The following technical reports and strategies have been prepared and are summarised on the following pages:

Heritage

Griffiths Architects

- Albany Highway Precinct Structure Plan Preliminary Heritage Analysis (July 2021)
- Albany Highway Precinct Structure Plan Preliminary Heritage Control Recommendations (September 2022)

Development Feasibility

Cygnet West

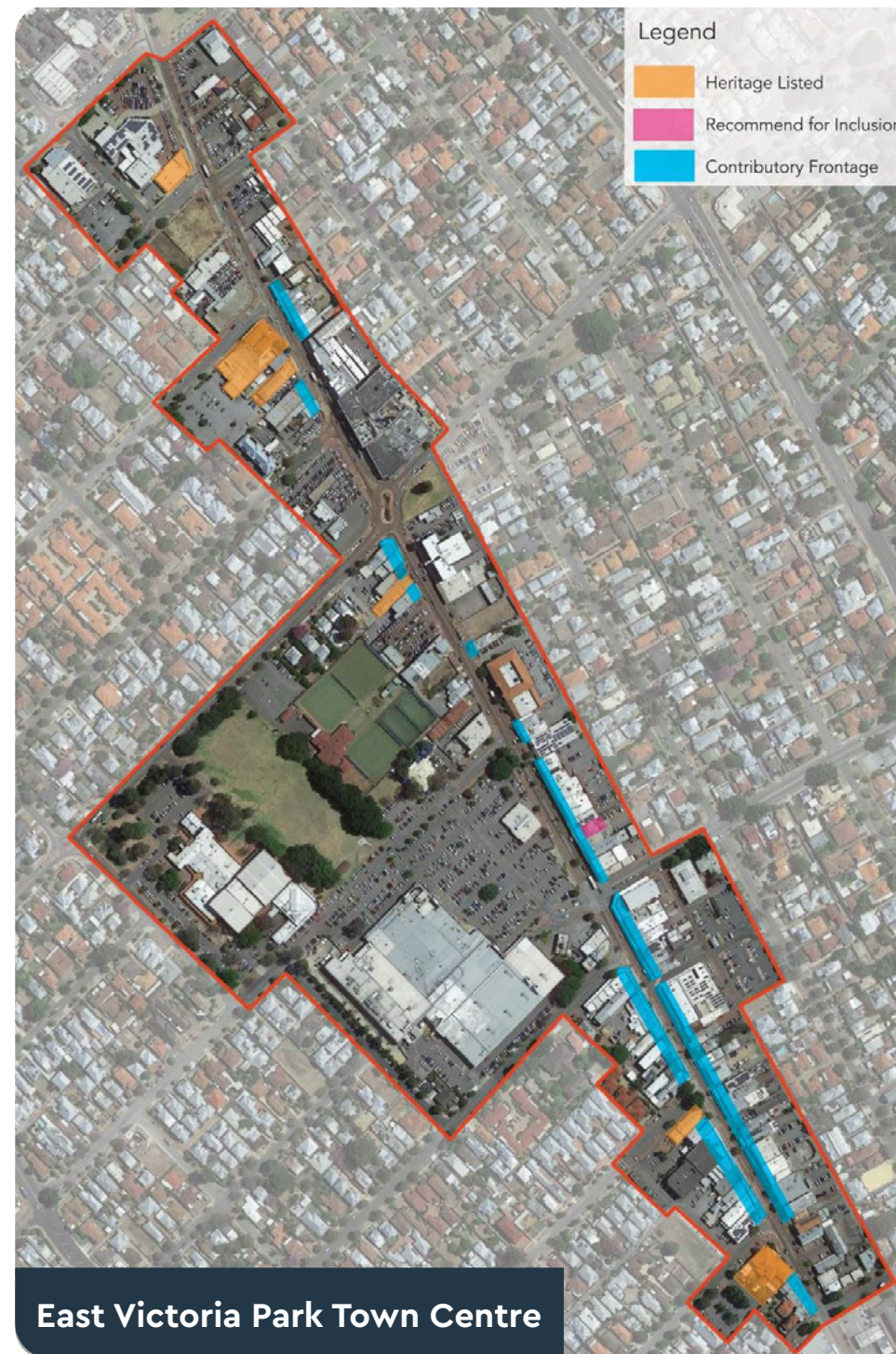
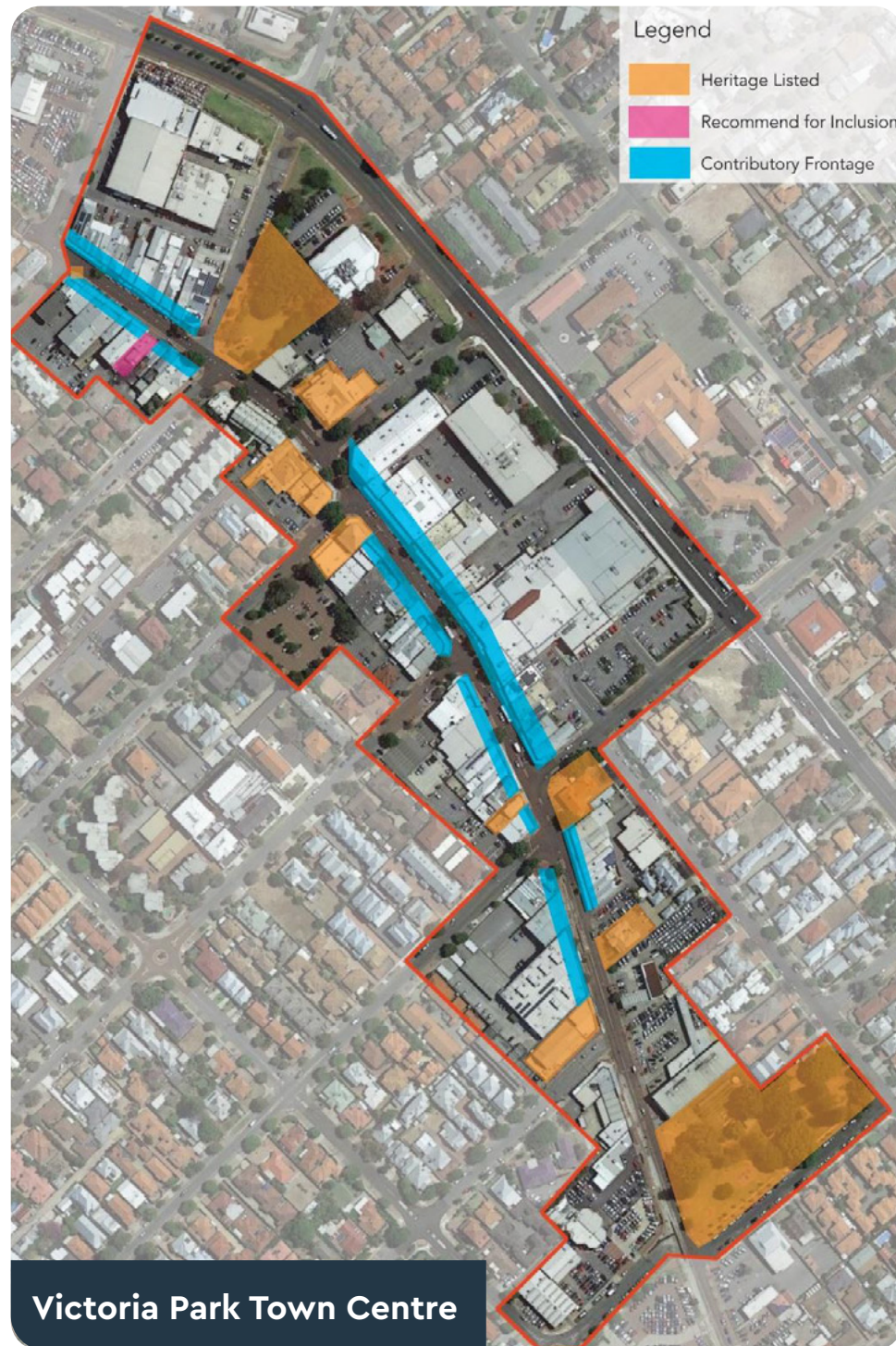
- Albany Highway Precinct Structure Plan Land Use Feasibility (14 November 2022)

Economic, Retail and Employment

Pracsys

- Draft Albany Highway Secondary Centre Economic, Retail and Employment Strategy (November 2022)

Heritage



Griffiths Architects (2022) prepared a Preliminary Heritage Control Recommendations report to provide guidance on heritage management and change within the Albany Highway precinct, including the recommendation of additional places for inclusion in the Local Government Inventory and development controls for future development in registered and contributory places. Albany Highway is generally characterised by single and two-storey retail and commercial buildings of varying eras and architectural styles. The character of the built form and prevailing development pattern positively contributes to the character of the precinct through form, scale, materiality and land use.

The report finds that there are 8 places listed on the State Heritage Register, a further 14 places listed on the Town's Heritage List, and the report recommends an additional 6 places for inclusion in this. The State Registered places comprise hotels, public open spaces and institutional/government buildings such as schools, police stations and post offices. The Local Heritage places are primarily historic shopfronts, with some government/institutional, POS and landscape elements. The vast majority of registered places are located in the Victoria Park town centre which, along with the East Victoria Park centre comprises the bulk of contributory streetscape.

Not all buildings in the study are of heritage significance, however they may still contribute heritage value to the character of the street. These places have been assessed as contributory frontages, and an approach consistent with individual heritage items for future development is recommended.

The report proposes specific setback and building height controls for development on heritage and contributory places:

- Nil street setback
- Upper levels setback min. 3m from existing parapet
- Max height 3–4 storeys (4–5 storeys for corner sites). Generally aligned/sympathetic to existing heritage/contributory development.

The report further recommends detailed built form controls including shopfront detailing/proportions, awnings, and for development abutting State Registered places. Elsewhere there is less concern for building height, particularly in major sites, but it is important to establish a human scale street wall height podium with tower elements set back.

Review of Commercial Feasibility

Cygnnet West (2022) conducted a development feasibility review of both the Distributed and Concentrated growth scenarios that were evaluated in consultation with the Community Reference Group, to inform the Built Form Strategy.

This review considered the commercial feasibility and merit of the framework, finding that the overall approach and contemplated scale of development is appropriate and likely to be responsive to longer term market conditions.

Despite significant development feasibility challenges in the short term due to high land prices and an abundance of competing stock in the surrounding area, it is recognised that the Precinct Structure Plan (PSP) should not be solely governed by short-term market conditions. Rather, it should seek to guide development over the long term with periodic review as the economy, property market, and demographics change.

Analysis recommends that the PSP should offer sufficient flexibility to support both the Distributed and Concentrated growth scenarios in order to encourage smaller scale development activity in the short term while maintaining the capacity to attract transformational development if and when economic conditions permit. The proposed combined approach outlined by the Built Form Strategy, which incorporates elements from each scenario, is supported on the basis that this would establish a time continuum over which the market can engage and deliver aspects of each scenario.

Cygnnet West identifies the use of wider geographic precincts and the inclusion of properties that sit away from the Highway, as contemplated in the Distributed Scenario, as critical measures that will allow development to commence in the periphery of the precinct where land values and property sizes are more conducive to development.

Against these short term opportunities, Cygnnet West also supports major sites being identified for significant development as contemplated under the Concentrated Scenario. These sites are supported as longer-term opportunities as market interest in Victoria Park matures. A site-specific planning approach for these major sites, where superior plot ratio and height is available subject to meeting agreed built form, heritage, environmental, streetscape, and landscape performance criteria, is also supported.

Cygnnet West's commercial testing has contributed to the formulation of broad building typologies applicable to the Built Form Strategy. While variations related to key built form attributes such as setbacks and streetwall height exist, the strategy primarily adopts the four typologies shown below based on urban design testing and CRG feedback.

Garden Apartment



A residential building between 3 and 8 storeys with landscaped front, side and rear setbacks designed to sensitively interface with neighboring lots. Residential units at ground level face both the street and rear laneway. Suitable for select sites that do not have frontage to Albany Highway.

Low Rise



A low rise mixed-use building between 4 to 6 storeys with flexible commercial or retail spaces facing the street and residential or commercial laneway interface. Suitable for small sites and areas requiring a sensitive built form response along Albany Highway.

Mid Rise



A mid rise mixed-use building between 6 to 10 storeys with flexible commercial or retail spaces facing the street and residential or commercial laneway interface. Suitable for larger sites in less constrained areas along Albany Highway.

High Rise



A high rise building above 10 storeys limited to identified major sites on Albany highway, with flexible commercial or retail spaces facing the street and on podium levels. Subject to approval of a Local Development Plan demonstrating that development is commensurate with public benefit.

Retail and Commercial Floorspace Strategy

Pracsys (2022) conducted a comprehensive gap analysis and forecast modelling to determine future retail and commercial floorspace needs within the Albany Highway precinct based on the growth scenarios. This analysis has provided key estimates for future floorspace provision which will be used to ensure development provisions provide for land use diversity and a net increase in precinct commercial floorspace and employment.

Present Gaps and Opportunities

A Comparison of Albany Highway against other centres in the Central Sub-region through the use of floorspace to population ratios indicates that the precinct currently has an over-provision in Storage, Other Retail, and Health and Community Services, while there is a relative under-provision in Office, Shop, Entertainment and Culture, and Service Industry uses. To address these gaps, key growth opportunities have been identified, including:

- Encouraging short-stay accommodation and amenities aimed at tourists, thereby extending Perth's visitor economy to Victoria Park.
- Facilitating growth in office floorspace by capitalising on local expertise in professional services, including emerging cluster in mining and construction businesses at Burswood South.
- Retaining and optimising car retail as a ground floor component in mixed-use developments.

- Stimulating the night-time economy by expanding entertainment and cultural floorspace, such as small bars, art galleries, and performance venues.
- Providing essential population services, such as childcare and health services, to prevent leakage to other commercial areas.
- Delivering aged care facilities to cater to the local ageing population, benefiting from close connections to established retail centres.

Forecast Floorspace Need

Pracsys employed a retail gravity model to forecast the supply and demand for retail floorspace within the precinct's catchment. Results suggest that under the Combined Scenario, the precinct could support an increase in Shop/Retail floorspace of up to 33,700 sqm with an additional 21,600 sqm in Other Retail floorspace at full build-out (assumed to be at 2042).

Supportable non-retail floorspace was estimated by addressing the identified floorspace gaps by 2027 and projecting growth to 2042 using Shop/Retail growth. This identified capacity to significantly increase non-retail floorspace by 88,000 sqm over the same period. The composition of this projected non-retail floorspace is predominantly Office (58%), Health and Community Services (15%) and Entertainment (9%) space.

Employment Implications

The precinct's Employment Self-Sufficiency (ESS) was estimated as 146% using ABS Census 2016 data. The Town of Victoria Park is currently above the average ESS for the Central Sub-region which reflects its proximity to the CBD.

Under the Combined scenario, population-driven growth in retail and non-retail floorspace are estimated to supply an additional 4,500 jobs to the precinct. However, this results in a gap needing approximately 3,700 more strategic jobs to maintain ESS. Pracsys identifies a need for an additional 91,000 sqm of strategic office floorspace as well as an estimated 19,000 sqm of hotel or serviced residential floorspace to address this gap.

Total Floorspace Needs Summary

The analysis suggests a maximum supportable increase of 34,000 sqm in shop retail floorspace and 22,000 sqm in Other Retail floorspace. An additional 88,000 sqm of non-retail floorspace is deemed viable based on population growth, with a further 110,000 sqm of strategic non-retail floorspace required to maintain ESS. This results in a total maximum increase of approximately 250,000 sqm, doubling the existing retail and commercial floorspace within the precinct.

	Retail Floorspace (sqm)		Commercial Floorspace (sqm)		
	Shop Retail	Other Retail (e.g. Car Sales)	Office	Other Commercial (e.g. Health)	Hotel Accommodation
Current (2022)	56,500	36,000	92,800	54,200	0
Maximum Supportable (2042)	90,200	57,600	237,900	86,600	19,100
Increase (%)	33,700 (60%)	21,600 (60%)	145,100 (156%)	32,400 (60%)	19,100

Total Floorspace (sqm)	
Current (2022)	239,500
Maximum Supportable (2042)	491,400
Increase (%)	251,900 (105%)

Built Form Strategy

Precinct Framework

Far from being a single uniform precinct, Albany Highway is a complex and layered place made up of many distinct neighbourhoods. The Built Form Strategy responds to the six previously identified precinct areas along the Highway, which are based on analysis of established character.

Proposed development outcomes for each precinct have been tested and refined to create a diverse and varied future urban character while maintaining the positive attributes of each precinct's existing character.

These areas, as shown in the diagram opposite, will form the basis of the Precinct Plan's structure and implementation, helping to create a diverse place with varying character and differing degrees of change along the Highway's length.

1. St James: Between Welshpool Road and Ballie Avenue
2. East End: Between Ballie Avenue and Hampshire Street
3. East Victoria Park: Between Hampshire Street and Miller Street
4. Central: Between Miller Street and McMillan Street
5. Victoria Park: Between McMillan Street and Harvey Street
6. Causeway: Between Harvey Street and Canning Highway

Precinct Boundary Definition

Following consultations with stakeholders, a series of adjustments to the precinct boundary are proposed. The original precinct boundary is shown on the plan opposite. These modifications are based on the following key principles:

1. Including areas with established higher density and mixed-use development
2. Aligning the precinct boundary with adjacent strategic planning and investigation areas considering higher density development as outlined in the Local Planning Strategy
3. Incorporating sites that interface with those adjoining the Highway to allow a smoother and more consistent transition in scale and height for surrounding areas
4. Recognizing and respecting unique residential neighborhood character

The following boundary adjustments are proposed:

- St James Precinct: The boundary has been expanded northward to Shepperton Road to align with the Oats Street LPS Precinct, and southward to include mixed-density sites along Hill View Terrace and Alday Street.
- East End Precinct: No boundary adjustments have been made, as the existing boundary already extends to Hubert Street, and sensitive residential areas lie to the south.
- East Victoria Park Precinct: The boundary has been expanded northward to Hubert Street and along Mint Street to Shepperton Road to facilitate transitional development. Additionally, lots fronting Bassinghall Street and Moorgate Street opposite the Park Centre have been included.
- Central Precinct: The boundary has been extended southward to encompass key sites along Hordern Street and northward to Hubert Street, further west to Shepperton Road beyond Gresham Street to create continuity with the future investigation area surrounding Victoria Park Station, as designated in the LPS.
- Victoria Park and Causeway Precincts: The boundary has been expanded southward to Hordern Street.

Proposed Albany Highway Precinct Structure Plan Boundary



- 6 Causeway Precinct
- 5 Victoria Park Precinct
- 4 Central Precinct
- 3 East Victoria Park Precinct
- 2 East End Precinct
- 1 St James Precinct
- TPS1 Precinct Boundary
- LPS Planning Area
- ↔ Key Street
- + Major Site

1.1

St James Precinct Vision

St. James will undergo significant transformation, emerging as Perth's eastern gateway and a lively community services centre with everyday essentials like fresh food, home improvement and healthcare close to hand.

Pedestrian-friendly public spaces will accompany new mixed-use development, boosting housing supply while maintaining large-format retail and showroom spaces. The transformed Elisabeth Baillie House will take centre stage, becoming a bustling hub of activity and a must-visit destination.

Land Use Focus



Residential growth is proposed to be the primary focus in this area, with retail development given low priority though not precluded. Promotion of small-scale office, near-home workspace and creative studios is encouraged to activate street level where retail is not considered viable. Given the lesser connectivity to transport and services in this location, a lower intensity of residential development is proposed.

Built Form Approach



Built form in this precinct is contemplated to be predominantly low rise along the Highway, limited to 4-6 storeys with new development setback from contributory character shopfronts and heritage sites to preserve their integrity into the future. Lower scale development of up to 5 storeys is contemplated in identified garden apartment zones, which generous front, side and rear setbacks would help to moderate the transition to surrounding lower-scale areas.

Community Priorities



In recognition of the limited development capacity in this area, community benefits contemplated include enhancements to surrounding streets and public realm, additional deep soil zones and setback areas and the provision of affordable and creative ground floor workspace including live-work arrangements. Affordable housing is another identified benefit for this area.

The Albany Highway Community Reference Group identified new connections, streetscape upgrades and design excellence as top priorities for St James.

St James Today
Albany Highway



Attracting shoppers from near and far with its large-format retail offering, this area is one of the Highway's most important commercial nodes. However, congested roads detract from the pedestrian experience while large retail chains lack local flavour.

Overall community sentiment towards the current St James area is mixed, with qualities other than variety of things to do rated below average. An even split of respondents wish to see transformative change in this area or sensitive to limited change.

Common stakeholder ideas and suggestions for the future of the St James area included:

- Mixed Use development and more commercial opportunities
- Improved use and connectivity to Ed Millen Park
- Increase safety of major intersections
- Greater diversity of retail offerings consistent with other parts of the Highway

The Albany Highway Community Reference group supported the Concentrated growth scenario in this precinct.

St James Tomorrow
Precedent images only



1.2

St James Built Form Strategy

Proposed Building Types

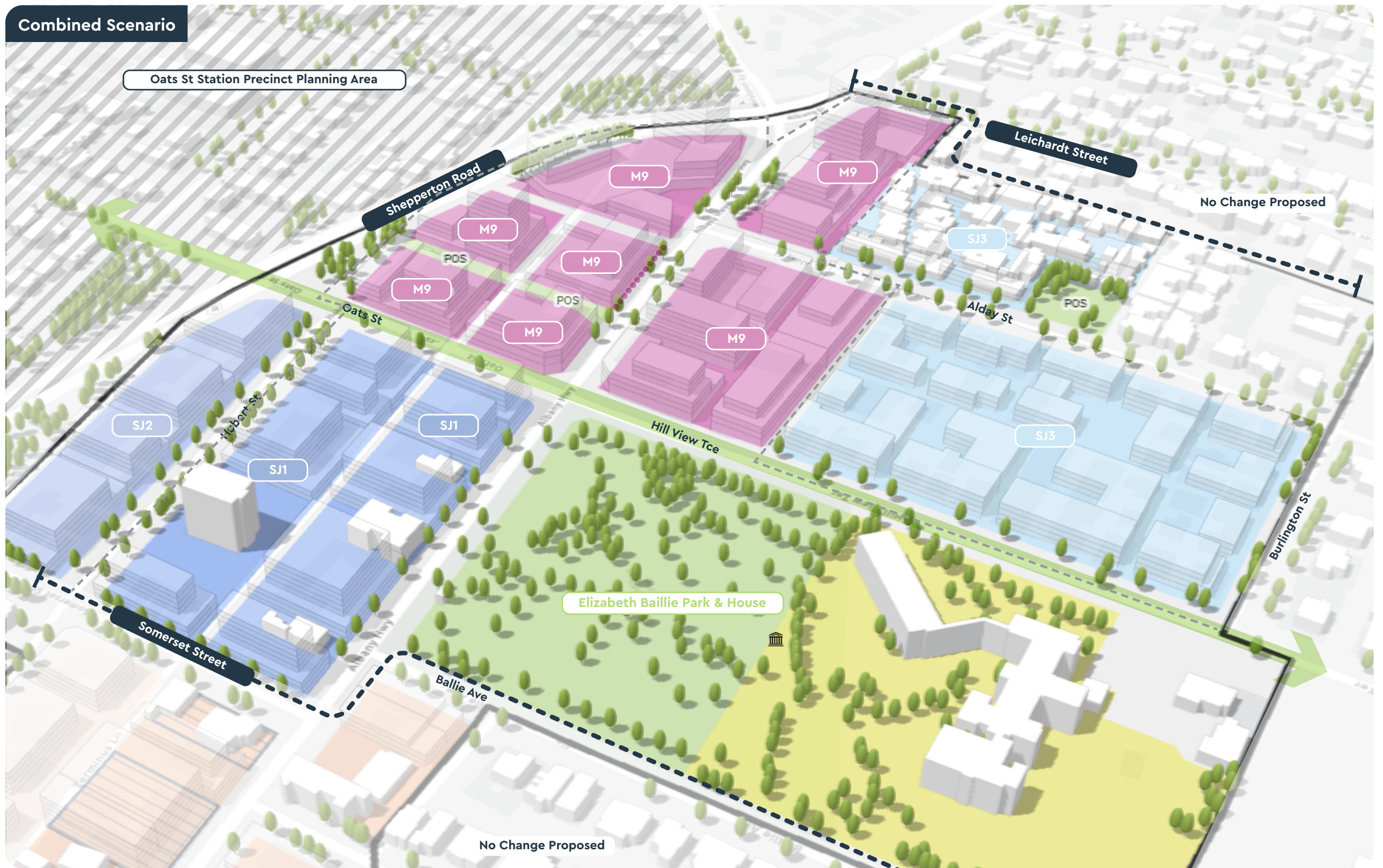
	SJ1	SJ2	SJ3	M9
Description	Mid-rise, mixed-use building with flexible commercial or retail spaces facing the street. Upper floors set back to create a three-story street wall. Residential interface to the rear laneway.	Mid-rise, mixed-use building with flexible commercial or retail spaces facing the street. Upper floors set back to create a three-story street wall. Residential interface to the rear laneway.	Mid-rise, residential building with landscaped front and rear setbacks that are designed to sensitively interface with neighboring lots. Residential units at ground level face both the street and rear laneway.	A major development site with multiple buildings, subject to approval of a Local Development Plan demonstrating that the scale of development is commensurate with its public benefit.
Proposed Height	8 Storeys	6 Storeys	5 Storeys	Up to 14 Storeys
TPS 1 Current Height	3 Storeys	2 Storeys	2 Storeys	3–5 Storeys

Please note that proposed building types form part of a draft built form strategy to inform the development of a Precinct Structure Plan (PSP). They are preliminary and subject to change based on stakeholder consultation. They have not been endorsed by the Victoria Park Council and do not constitute a seriously entertained proposal. The final PSP will include additional development requirements, including but not limited to plot ratio, street interface, streetwall height, side and rear setbacks, and environmental sustainability.

Street Level Comparison



Combined Scenario



SJ1	SJ2	SJ3	M9
Proposed Height	Proposed Height	Proposed Height	Proposed Height
8 Storeys	6 Storeys	5 Storeys	Up to 14 Storeys

Heritage Item (Listed or Recommended)

- Precinct Extent
- Open Space/Street Enhancement Priority
- Contributory Frontage
- Major Site
- Separate Planning Area
- TPS1 Precinct Boundary



2.1

East End Precinct Vision

The East End will bridge the divide between East Victoria Park and St James with considered residential growth, complemented by affordable workspace and additional retail and dining offerings where demand exists.

The unique residential character and scale of the area will be preserved and enhanced through lush landscaped setbacks, upgraded streetscapes and laneways, and contextual garden apartments, which offer a seamless transition in scale while increasing the diversity of local housing options.

Land Use Focus



The primary land use focus for this precinct is to prioritise residential growth, while still allowing for the possibility of commercial and retail development. Small-scale office, service commercial, community and creative space will be promoted to activate the street level where retail is not feasible. Due to the limited connectivity to transportation and services in this location, a lower intensity of residential development is proposed.

Built Form Approach



The built form in this precinct is intended to be predominantly low-rise along the Highway, limited to 4–6 stories with new development set back from contributory character shopfronts and heritage sites to preserve their integrity into the future. In identified garden apartment zones, lower scale development of up to 5 stories is envisaged, with generous front, side, and rear setbacks to moderate the transition to surrounding lower-scale areas.

Community Priorities



Recognising the limited development capacity in this area, contemplated community benefits include enhancements to surrounding streets and public realm, additional deep soil zones and setback areas, and the provision of affordable and creative ground floor workspace, including live-work arrangements. Affordable housing is another benefit identified for this area.

The Albany Highway Community Reference Group identified open space, community infrastructure and streetscape upgrades as top priorities for East End.

The East End Today Terminus Lane



With a diverse mix of new apartments and old shopfronts, activity in this area is beginning to sprout as new restaurants and offices open.

Overall community sentiment towards the current East End is mixed, with all qualities except for ease of access rated below average. Around two thirds of respondents wish to see transformative change in this area, encompassing bold reinvention of built form and land uses, while a third would prefer to see a more sensitive evolution.

Common stakeholder ideas and suggestions for the future of the East End area included:

- Redevelopment of vacant/dilapidated sites for predominantly residential purposes
- Strengthening connectivity to East Victoria Park
- Improve connectivity to Somerset Pool and TAFE
- Improving parking and pedestrian access
- Protecting weatherboard character precinct through transitional controls for new buildings

The Albany Highway Community Reference group supported the Distributed growth scenario in this precinct.

The East End Tomorrow
Conceptual rendering only



2.2

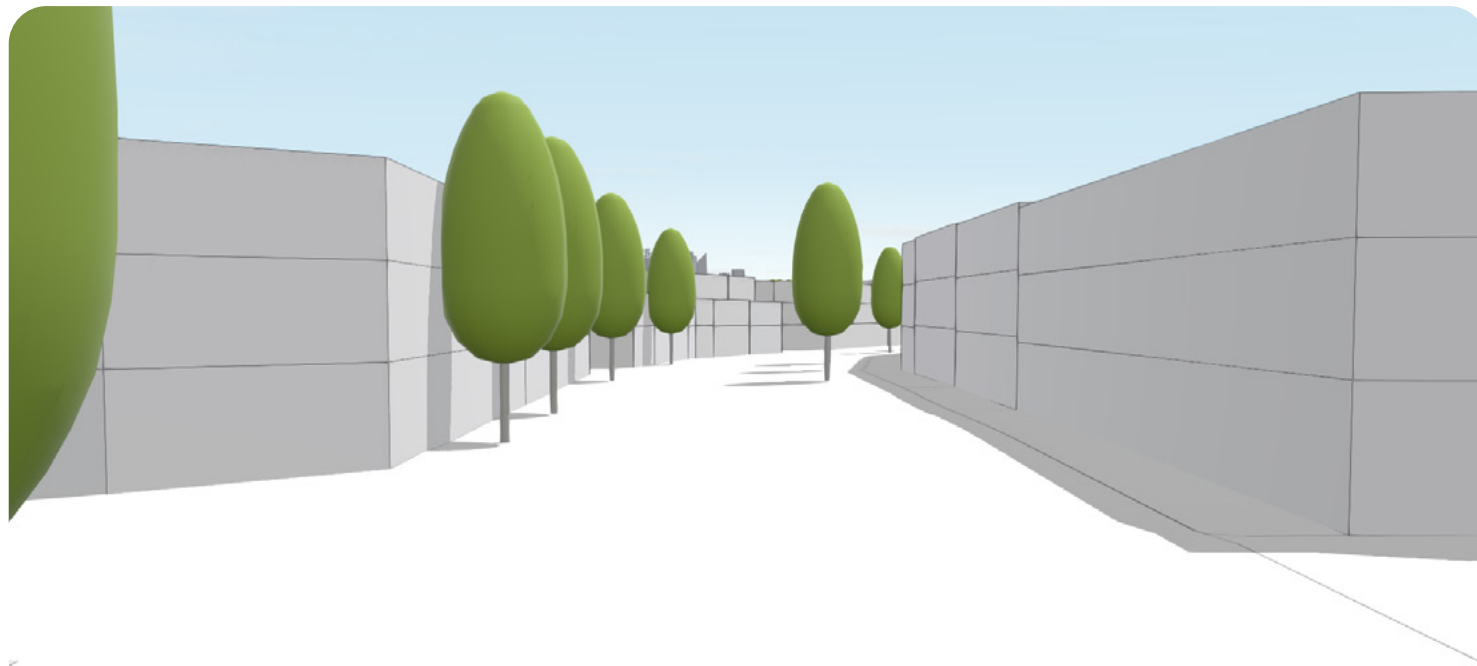
East End Built Form Strategy

Proposed Building Types

	EE1	EE2	EE3	EE4
Description	Mid-rise, mixed-use building with flexible commercial or retail spaces facing the street. Upper floors set back to create a three-story street wall. Landscaped rear setbacks address sensitive direct interface to neighbouring lots.	Mid-rise, mixed-use building with flexible commercial or retail spaces facing the street. Upper floors set back to create a three-story street wall, with a residential interface to the rear laneway.	Mid-rise, mixed-use building with flexible commercial or retail spaces facing the street. Upper floors are set back to create a three-story street wall, with a residential interface to the rear laneway.	Low-rise, residential building with landscaped front and side setbacks that are designed to sensitively interface with neighboring lots. Residential units at ground level face both the street and rear laneway.
Proposed Height	5 Storeys	5 storeys	6 Storeys	4 Storeys
TPS 1 Current Height	3 Storeys	3 Storeys	3 Storeys	2 Storeys

Please note that proposed building types form part of a draft built form strategy to inform the development of a Precinct Structure Plan (PSP). They are preliminary and subject to change based on stakeholder consultation. They have not been endorsed by the Victoria Park Council and do not constitute a seriously entertained proposal. The final PSP will include additional development requirements, including but not limited to plot ratio, street interface, streetwall height, side and rear setbacks, and environmental sustainability.

Street Level Comparison



Current TPS1 Permitted Development
Before Camberwell Street



Combined Scenario
Before Camberwell Street

Combined Scenario




	EE1	EE2	EE3	EE4
Proposed Height	5 Storeys	5 storeys	6 Storeys	4 Storeys

Precinct Extent	Open Space/Street Enhancement Priority	Contributory Frontage	Major Site	Separate Planning Area
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Heritage Item (Listed or Recommended)

TPS1 Precinct Boundary



3.1

East Victoria Park Precinct Vision

East Victoria Park will sensitively evolve through fine-grain development and public realm investment, solidifying its status as Perth's top culinary hotspot. It will maintain its authentic and unassuming vibe with flourishing independent businesses and a diverse community.

Comprehensive revitalisation of the Park Centre and Macmillan Precinct will set a new benchmark for quality and sustainability, seamlessly integrating retail, residential, employment, cultural, and entertainment space set within a generous public realm that connects with and complements the Highway.

Land Use Focus



The primary focus of this area is retail floorspace expansion and diversification, leveraging the Park Centre as a major shopping destination for the surrounding area while maintaining affordable space for hospitality operators. Provision of additional non-retail employment floor space, such as accommodation, service commercial, and small-floorplate office space will also be prioritised. Residential development on major sites will be encouraged.

Built Form Approach



The built form in this precinct is intended to be predominantly low-rise along the Highway, limited to 4–6 stories. New development will be set back from contributory character shopfronts and heritage sites to preserve their integrity into the future. More significant development up to 20 stories is contemplated within the Park Centre site, gradually reducing in scale towards its edges to mitigate overshadowing of the Highway and key public spaces.

Community Priorities



The introduction of affordable and creative workspace opportunities, delivery of major community, cultural, and/or event facilities such as a cultural centre, events theatre, or cinema, and the introduction of enhanced and expanded public realm connections within large sites are key community benefit opportunities identified for major sites in this area.

The Albany Highway Community Reference Group identified streetscape upgrades, public parking and community infrastructure as top priorities for East Victoria Park.

East Victoria Park Today
Albany Hwy at Mint St



Full of exciting sights, smells and sounds, this area's quirky stores and multicultural restaurants represent the very best of Albany Highway.

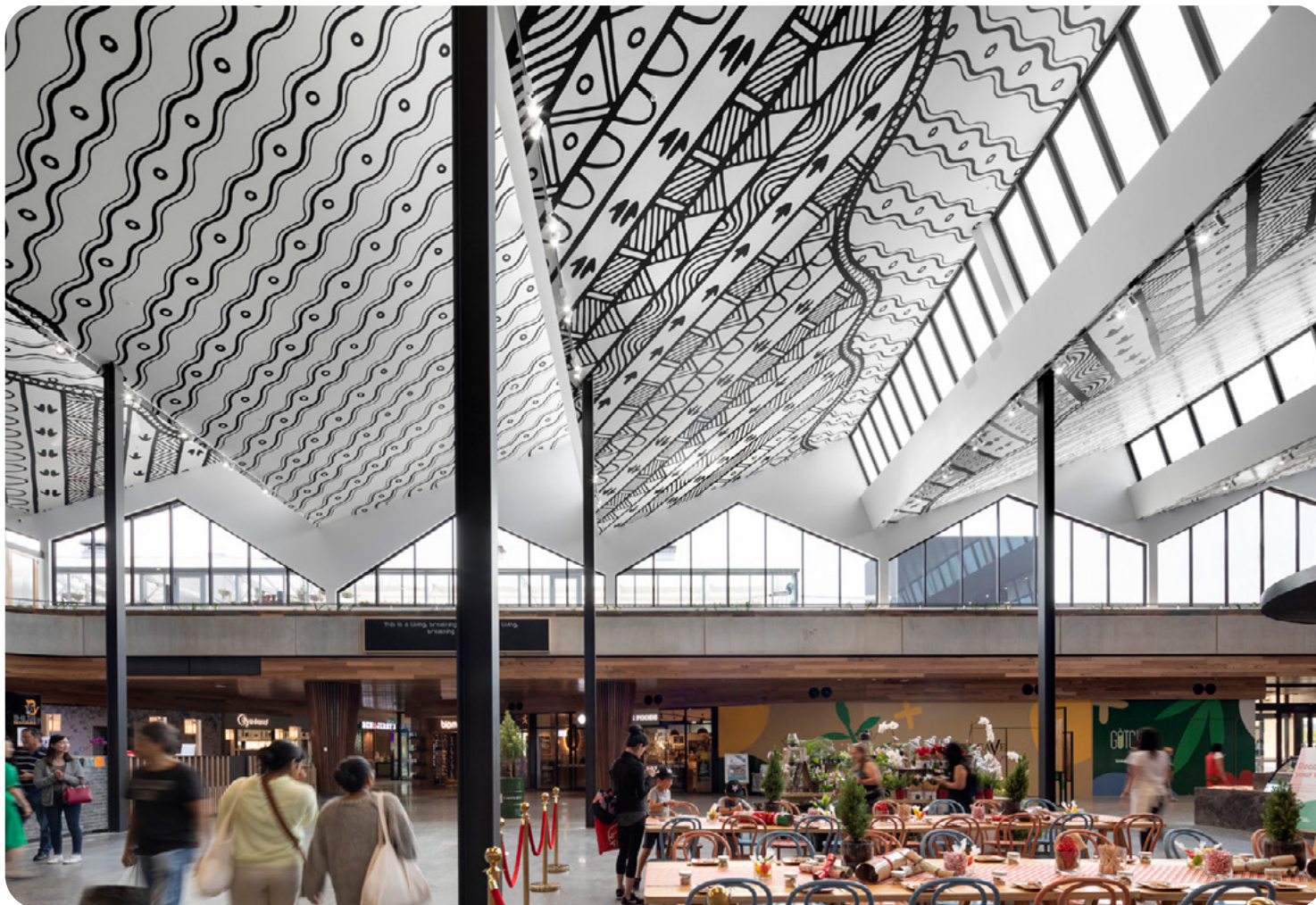
Overall community sentiment towards East Vic Park area is very positive, with all qualities rated the highest out of the entire Highway. 4 in 5 respondents wish to see sensitive or limited change in this area, being evolutionary and in keeping with existing buildings and activities.

Common stakeholder ideas and suggestions for the future of the East Victoria Park area included:

- Encouraging renewal and redevelopment of Park Centre and Macmillan Precinct, with a focus on activating the Highway edge
- Improving access from Berwick Street
- Improvements to amenity, safety and activity along laneway areas
- Managing traffic in peak hours, closing the Highway to traffic in evenings and during events
- Increasing the diversity of evening uses

The Albany Highway Community Reference group supported a combination of Distributed and Concentrated growth scenarios in this precinct.

East Victoria Park Tomorrow
Precedent images only



3.2

East Victoria Park Precinct Overview

Proposed Building Types

	EVP1	EVP2	EVP3	EVP4	EVP5	M7	M8	M9
Description	Low-rise, mixed-use with ground floor retail within a two-storey street wall. Landscaped setback to adjoining residential lots.	Low-rise, mixed-use with ground floor retail within a two-storey street wall. Residential laneway frontage with landscaped setback.	Low-rise, mixed-use with ground floor retail within a two-storey street wall. Residential laneway frontage.	Mid-rise, mixed-use with ground floor retail within a three-storey street wall. Residential laneway frontage.	Mid-rise residential building with landscaped front, side and rear setbacks that sensitively interface with neighboring lots.	A major development site with multiple buildings, subject to approval of a Local Development Plan demonstrating that the scale of development is commensurate with its public benefit.		
Proposed Height	4 Storeys	4 Storeys	5 Storeys	6 Storeys	4 Storeys	4-10 Storeys	6-18 Storeys	4-8 Storeys
TPS 1 Current Height	2-3 Storeys	3 Storeys	3 Storeys	3 Storeys	2 Storeys	3 Storeys	3 Storeys	3 Storeys

Please note that proposed building types form part of a draft built form strategy to inform the development of a Precinct Structure Plan (PSP). They are preliminary and subject to change based on stakeholder consultation. They have not been endorsed by the Victoria Park Council and do not constitute a seriously entertained proposal. The final PSP will include additional development requirements, including but not limited to plot ratio, street interface, streetwall height, side and rear setbacks, and environmental sustainability.

Street Level Comparison



Current TPS1 Permitted Development
Before Canterbury Terrace



Combined Scenario
Before Canterbury Terrace

Combined Scenario



	EVP1	EVP2	EVP3	EVP4	EVP5	M7	M8	M9		
Proposed Height	4 Storeys	4 Storeys	5 Storeys	6 Storeys	4 Storeys	4-10 Storeys	6-18 Storeys	4-8 Storeys	Heritage Item (Listed or Recommended)	
Precinct Extent	Open Space/Street Enhancement Priority	Contributory Frontage	Major Site	Separate Planning Area	TPS1 Precinct Boundary					

4.1

Central Precinct Vision

Central will undergo significant transformation to become a dynamic residential quarter that connects east to west. Disused sites will undergo major redevelopment, with light industrial and service commercial uses woven into the fabric of the community to create non-retail economic activity. Remaining heritage sites will be carefully preserved as a cherished hallmark of the area's past.

Read Park will emerge as a bustling green heart, surrounded by significant residential growth with streets greened and made more pedestrian-friendly, connecting the precinct with the wider neighborhood.

Land Use Focus



The primary focus in this area is proposed to be residential growth, with retail development given low priority but not precluded. To protect and enhance economic activity, the reintroduction of Service Commercial and Light Industrial uses as a ground floor retail alternative will be prioritised, alongside the promotion of affordable workspace and artist studios. A principle of no net loss of employment land is contemplated to ensure this outcome. Given its central position between amenities at Victoria Park and East Victoria Park, significant residential growth is proposed.

Built Form Approach



Built form in this precinct is contemplated to be higher along the Highway than in other areas, with mid-rise buildings between 6–8 stories. High-rise development up to 16 stories is also contemplated for major sites that can achieve separation from established residential areas. Heritage sites, while not as intact as Victoria Park, will be protected and restored within new development.

Community Priorities



Enhancement of streetscapes with tree planting and public realm renewal are key priorities for this area, alongside the delivery of non-retail employment floorspace and the introduction of affordable creative and cultural space. Affordable housing is another contemplated public benefit priority for this area.

The Albany Highway Community Reference Group identified streetscape upgrades, new connections and design excellence as top priorities for Central.

Central Today
Albany Hwy at State St



Characterised by car yards and a harsh street environment, this area currently offers few reasons to stop and spend time. Read Park stands out as a hidden gem, while the recent development of Vic Quarter highlights potential for significant change in the future.

Overall community sentiment towards the current Central area is poor, with all qualities rated the lowest on the Highway. More than 4 in 5 respondents wish to see transformative change in this area, encompassing bold reinvention of built form and land uses.

Common stakeholder ideas and suggestions for the future of the Central area included:

- More street trees and traffic calming, improved pedestrian crossing points along Highway
- Street lighting and safety in evenings
- Encouraging amalgamation of vacant land for new development
- Expanded options for entertainment and dining

The Albany Highway Community Reference group supported the Concentrated growth scenario in this precinct.

Central Tomorrow
Conceptual rendering only



4.2

Central Built Form Strategy

Proposed Building Types

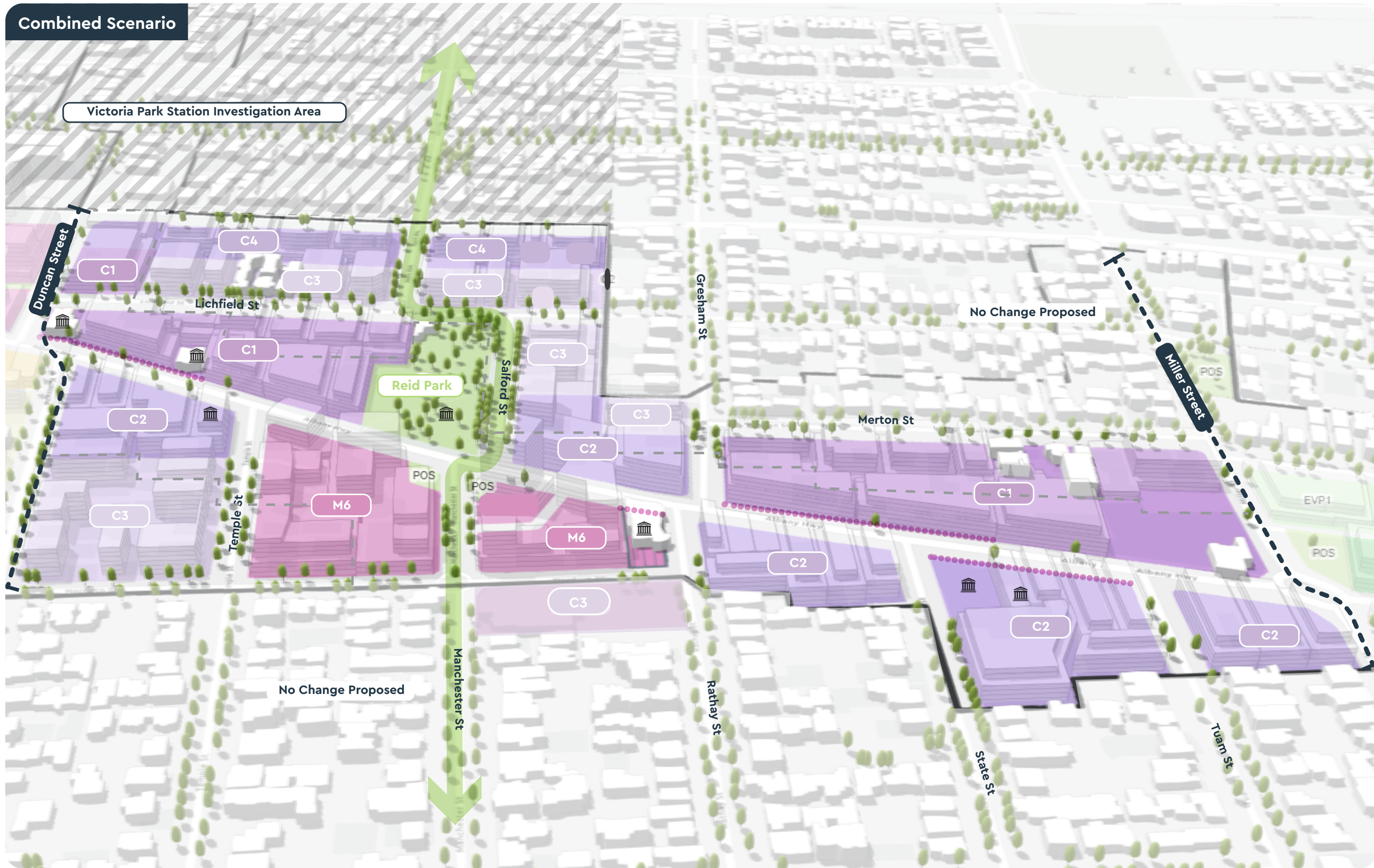
	C1	C2	C3	C4	M6
Description	A mid-rise, mixed-use building with flexible commercial or community spaces facing the street and lane. Upper floors are set back to create a four-story street wall.	A mid-rise, mixed-use building with flexible commercial or community spaces facing the street and lane. Upper floors are set back to create a four-story street wall. A landscaped rear setback mitigates impact to neighbouring lots.	A mid-rise, residential building with landscaped front, side and rear setbacks that are designed to sensitively interface with neighboring lots.	A mid-rise, mixed-use building with landscaped side, rear and front setbacks to Shepperton Rd. Side and rear ground level setbacks mitigate impacts to neighbouring lots.	A major development site with multiple buildings, subject to approval of a Local Development Plan demonstrating that the scale of development is commensurate with its public benefit.
Proposed Height	8 Storeys	6 storeys	6 Storeys	6 Storeys	6–16 Storeys
TPS 1 Current Height	3 Storeys	3 Storeys	2 Storeys	2 Storeys	3 Storeys

Please note that proposed building types form part of a draft built form strategy to inform the development of a Precinct Structure Plan (PSP). They are preliminary and subject to change based on stakeholder consultation. They have not been endorsed by the Victoria Park Council and do not constitute a seriously entertained proposal. The final PSP will include additional development requirements, including but not limited to plot ratio, street interface, streetwall height, side and rear setbacks, and environmental sustainability.

Street Level Comparison



Combined Scenario



C1	C2	C3	C4	M6	Heritage Item (Listed or Recommended)
Proposed Height 8 Storeys	6 storeys	6 Storeys	6 Storeys	6-16 Storeys	
Precinct Extent	Open Space/Street Enhancement Priority	Contributory Frontage	Major Site	Separate Planning Area	TPS1 Precinct Boundary

5.1

Victoria Park Precinct Vision

Victoria Park will evolve sensitively, with development blending seamlessly with the area's unique heritage landmarks and charming shopfronts while introducing new residences, small-scale offices and creative spaces. Redevelopment of the Victoria Park Central site will diversify the area's retail, entertainment, and employment offering, fuelling a lively cultural scene and dynamic evening economy.

Streets and green spaces will become inviting public spaces with ample trees, seating, and alfresco dining, encouraging lingering and live events year-round.

Land Use Focus



The primary focus of this area is to expand retail and employment floor space, leveraging its regionally strategic location to attract visitors while also improving the availability of basic services for local residents. Intensification of commercial activity through the delivery of upper-floor commercial floorspace is a key opportunity. Greater retail diversity and daytime activation will be prioritised through residential development, small business accommodation and creative and cultural infrastructure.

Built Form Approach



Built form in this precinct is intended to be predominantly low-rise along the Highway, limited to 4-6 stories, with new development setback from contributory character shopfronts and heritage sites to preserve their integrity into the future. More significant development up to 20 stories is planned along Shepperton Road and within the Victoria Park Central site, subject to managing of overshadowing of the Highway and key public spaces.

Community Priorities



The introduction of affordable and creative workspace opportunities, delivery of major community, cultural, and/or event facilities such as cultural centre, events theatre or cinema, and the introduction of enhanced and expanded public realm connections within large sites are key community benefit opportunities identified for major sites in this area.

The Albany Highway Community Reference Group identified streetscape upgrades, design excellence and public parking as top priorities for Victoria Park.

Victoria Park Today
Victoria Park Central Site



With its rich heritage including the iconic Broken Hill Hotel, this area forms the commercial backbone of Victoria Park. Its public realm is pedestrian friendly with ample trees and seating, but is starting to show its age.

Overall community sentiment towards the current Victoria Park is positive, with all qualities rated at or above average. Over two thirds of respondents wish to see sensitive change in this area, being evolutionary and in keeping with existing buildings and activities.

Common stakeholder ideas and suggestions for the future of the Victoria Park area included:

- Improving safety and wayfinding for pedestrians crossing Shepperton Rd
- Slowing traffic down to allow pedestrian use
- More diverse uses such as small bars and a cinema
- Refreshing public realm and adding nighttime feature lighting
- Facilitate redevelopment and intensification of vacant/underused sites while protecting and restoring heritage facades

The Albany Highway Community Reference group supported a combination of Distributed and Concentrated growth scenarios in this precinct.

Victoria Park Tomorrow
Precedent images only



5.2

Victoria Park Built Form Strategy

Proposed Building Types

	VP1	VP2	VP3	M4	M5
Description	A mid-rise, mixed-use building with retail spaces facing the street and lane. Upper floors are set back to create a two-story street wall.	A mid-rise, residential building with landscaped front, side and rear setbacks that are designed to sensitively interface with neighbouring lots.	A low to mid-rise, residential building with landscaped front, side and rear setbacks that are designed to sensitively interface with neighbouring lots.	A major development site with multiple buildings, subject to approval of a Local Development Plan demonstrating that the scale of development is commensurate with its public benefit.	
Proposed Height	5 Storeys	8 Storeys	6 Storeys	6–22 Storeys	6–22 Storeys
TPS 1 Current Height	3–5 Storeys	3 Storeys	3 Storeys	12 Storeys	8 Storeys

Please note that proposed building types form part of a draft built form strategy to inform the development of a Precinct Structure Plan (PSP). They are preliminary and subject to change based on stakeholder consultation. They have not been endorsed by the Victoria Park Council and do not constitute a seriously entertained proposal. The final PSP will include additional development requirements, including but not limited to plot ratio, street interface, streetwall height, side and rear setbacks, and environmental sustainability.

Street Level Comparison

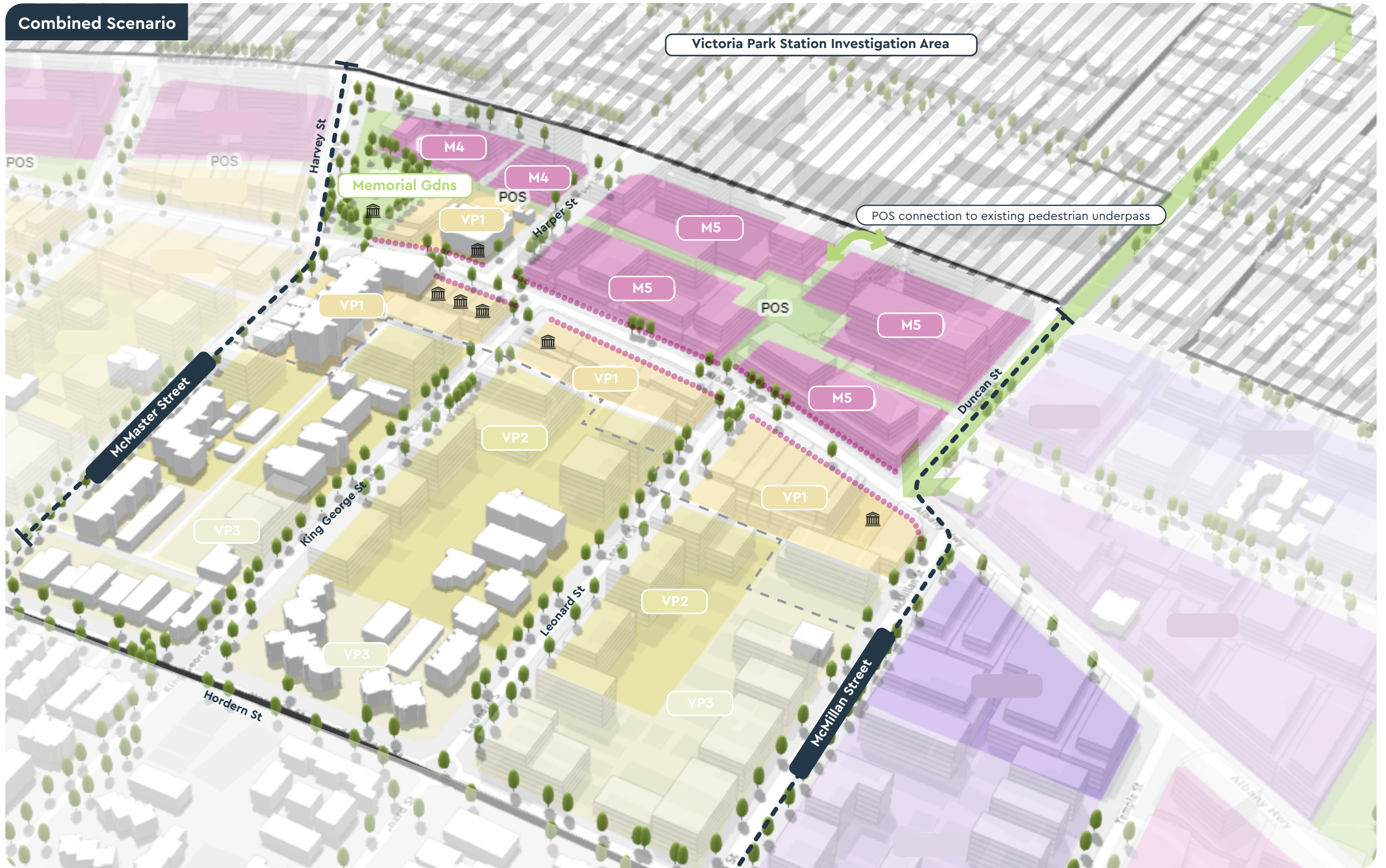


Current TPS1 Zoning
After Duncan Street



Combined Scenario
After Duncan Street

Combined Scenario



VP1	VP2	VP3	M4	M5	Heritage Item (Listed or Recommended)	TPS1 Precinct Boundary
Proposed Height	5 Storeys	8 Storeys	6 Storeys	6-22 Storeys	6-22 Storeys	
Precinct Extent	Open Space/Street Enhancement Priority	Contributory Frontage	Major Site	Separate Planning Area		

6.1

Causeway Precinct Precinct Overview

The Causeway will be transformed into a thriving hub of commerce and community, with significant office-based employment, high density residential living and tourist accommodation capitalising on sweeping city views.

With a focus on sustainability and walkability, this new urban district will offer lively public spaces, seamless foreshore access through a redeveloped interchange and potential future light rail connectivity. The area's strong connection to country including Mindeera spring will be celebrated, infusing the area with a distinct sense of place.

Land Use Focus



The focus of land use in this precinct is to maximize high-value local employment through the delivery of large-floorplate office development for major tenants, encouraging the retention of car retailing in new development, and accommodating other employment-generating uses such as hotels, healthcare, retail, and regionally-significant evening economy and entertainment attractions. High density residential opportunities are also identified, where complementary to these employment-generating land uses.

Built Form Approach



Built form in this precinct is intended to include small floorplate, high-rise tower development of 22-32 stories with 2-5 storey podiums. Building height and density in this precinct is planned to be the most significant in Victoria Park, reflecting its proximity to the city, connectivity to public transit, separation from existing residential areas, and adjacency to the Burswood South area where similarly significant development is currently permitted.

Community Priorities



Major community benefit initiatives requiring long-term planning and state support are identified in this precinct, including transforming the Canning Highway interchange, revitalising streets and public spaces, and delivering light rail. Other developer-funded benefits like student housing, aged care and healthcare, affordable and creative workspace, and cultural and entertainment venues are also suitable for this area.

The Albany Highway Community Reference Group identified new connections, community infrastructure and open space as top priorities for the Causeway.

The Causeway Today

Asquith St Reserve



The Causeway area is an important economic hub with significant office space and car yards, but lacks pedestrian amenity and street life. While close to the river and home to an important bus interchange, pedestrian connectivity across busy streets is limited.

Overall stakeholder sentiment towards the current Causeway area is negative, with 70% of survey respondents wishing to see transformative change in this area, encompassing bold reinvention of built form and land uses.

Common stakeholder ideas and suggestions for the future of the Causeway area included:

- Improving pedestrian connectivity to the Causeway Bus Interchange and Swan River
- Growing the area as an extension of the CBD with offices, apartments and retail
- Reimagining car yards to accommodate higher intensity uses while retaining their employment function
- Improved streetscapes and street trees, including play-focused amenities near Primary School

The Albany Highway Community Reference group supported a combination of Distributed and Concentrated growth scenarios in this precinct.

The Causeway Tomorrow
Conceptual rendering only



6.2

Causeway Precinct Built Form Strategy

Proposed Building Types

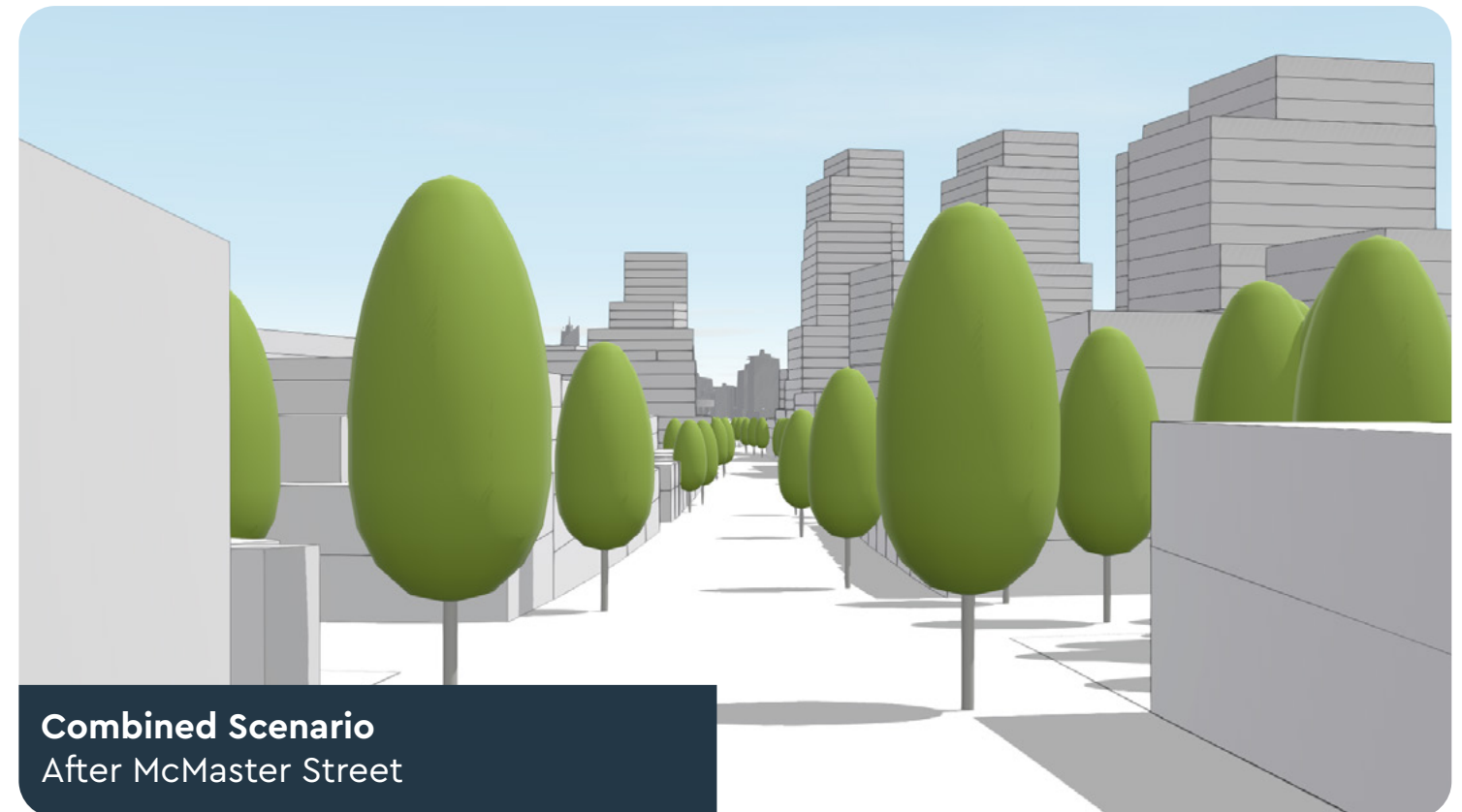
	C1	C2	C3	M1	M2	M3
Description	A mid-rise, mixed-use building with flexible commercial or retail spaces facing the street and lane. Upper floors are set back to create a two-story street wall with heritage frontages.	A high-rise, residential building with landscaped front, side and rear setbacks that are designed to sensitively interface with neighboring lots.	A low to mid-rise, residential building with landscaped front, side and rear setbacks that are designed to sensitively interface with neighboring lots.	A major development site with a multiple high-rise buildings, subject to approval of a Local Development Plan demonstrating that the scale of development is commensurate with its public benefit.		
Proposed Height	5 Storeys	10 Storeys	6 Storeys	6–12 Storeys	6–22 Storeys	6–32 Storeys
TPS 1 Current Height	3 Storeys	3 Storeys	3 Storeys	–	2 Storeys	6 Storeys

Please note that proposed building types form part of a draft built form strategy to inform the development of a Precinct Structure Plan (PSP). They are preliminary and subject to change based on stakeholder consultation. They have not been endorsed by the Victoria Park Council and do not constitute a seriously entertained proposal. The final PSP will include additional development requirements, including but not limited to plot ratio, street interface, streetwall height, side and rear setbacks, and environmental sustainability.

Street Level Comparison



Current TPS1 Permitted Development
After McMaster Street



Combined Scenario
After McMaster Street

Combined Scenario



	C1	C2	C3	M1	M2	M3		
Proposed Height	5 Storeys	10 Storeys	6 Storeys	6-12 Storeys	6-22 Storeys	6-32 Storeys	Heritage Item (Listed or Recommended)	
Precinct Extent	Open Space/Street Enhancement Priority	Contributory Frontage	Major Site	Separate Planning Area	TPS1 Precinct Boundary			

Overall Scenario Comparison



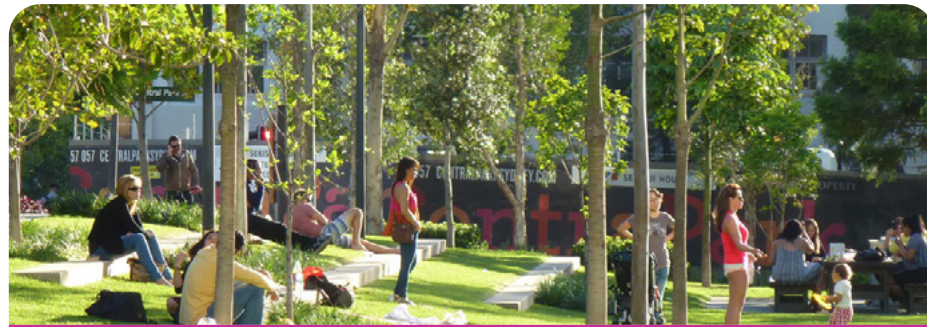
Current
TPS1 Zoning



Proposed
Combined Scenario

Community Priorities

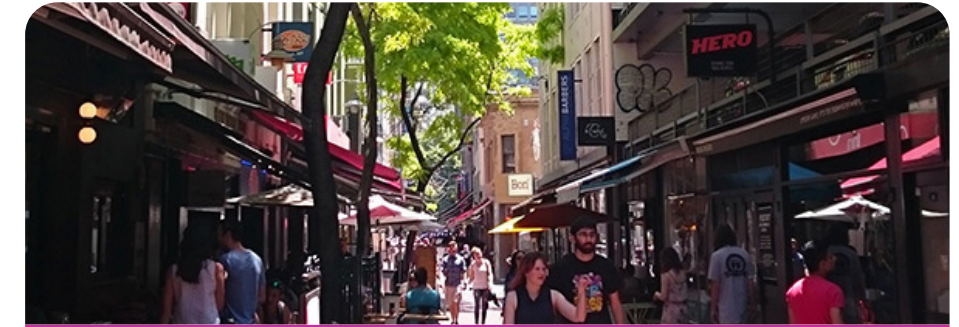
Below are the top 5 priorities (highlighted in pink) that the Community Reference Group identified they would like to see across the precinct as new development occurs over time.



3. Open Space



4. Design Excellence



2. New Connections



Public Parking



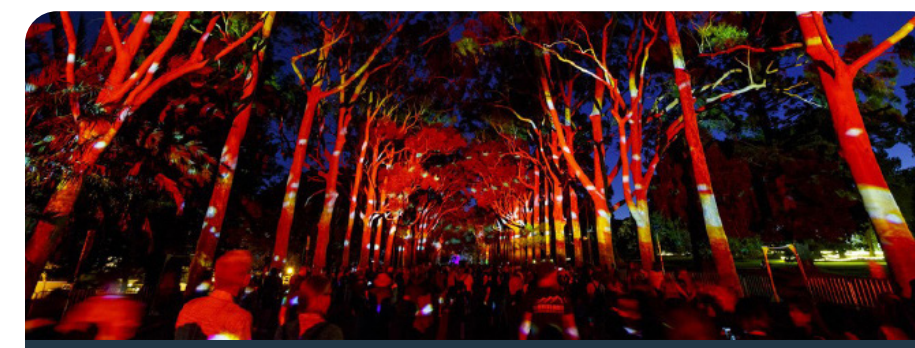
Affordable Housing



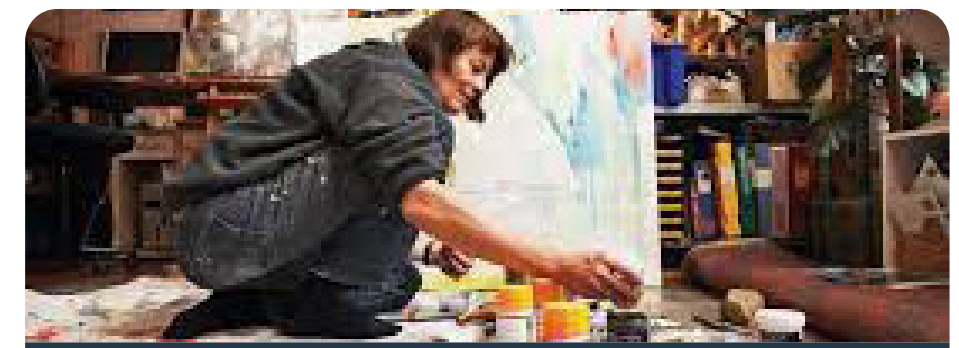
5. Community Infrastructure



1. Streetscape Upgrades



Activation + Events



Arts + Culture

Precedent Studies

To inform the development of built form controls for Albany Highway, detailed case studies of four exemplary projects were prepared.

The projects were selected based on specific criteria, including delivery within Australia with similar construction practices and purchaser expectations, an inner-city location with a 'main street' urban context similar to Victoria Park, site dimensions and area similar to those found on Albany Highway, and recognition for innovation or design excellence.

Key findings of this analysis which have informed this strategy include:

- Successful integration of 6–10 storey buildings with minimal impact at street level
- Achievement of significant ground-floor commercial floorspace with a plot ratios of 0.4 to 0.9, delivering larger and/or additional units than Albany Highway
- Effective design response and activation of rear laneways through landscaping, walk-up residential unit access and micro commercial spaces
- High sustainability standards up to 8.1 NatHERS while maintaining commercial viability
- Reduced site coverage of around 85% for larger sites, with ample space given over to deep soil planting and publicly accessible open spaces including internal plazas and mid-block links
- Use of high quality materials at street level including brick, glazed tile and high quality metal and timber shopfronts with inset and profiled fenestration



Terrace House, Brunswick VIC

Country	Wurundjeri
Architect	Austin Maynard Architects
Yield	20 dwellings
Site Area	597 sqm



9 Smith Street, Fitzroy VIC

Country	Wurundjeri
Architect	MA Architects
Yield	41 dwellings
Site Area	1,092 sqm



Mezzo, Glebe NSW

Country	Gadigal
Architect	CHROFI
Yield	228 dwellings
Site Area	5,427 sqm



East End, Newcastle NSW

Country	Awabakal and Worimi
Architect	SJB, TZG, DBJ
Yield	212 dwellings
Site Area	6,556 sqm



Precedent Example Terrace House, Brunswick VIC

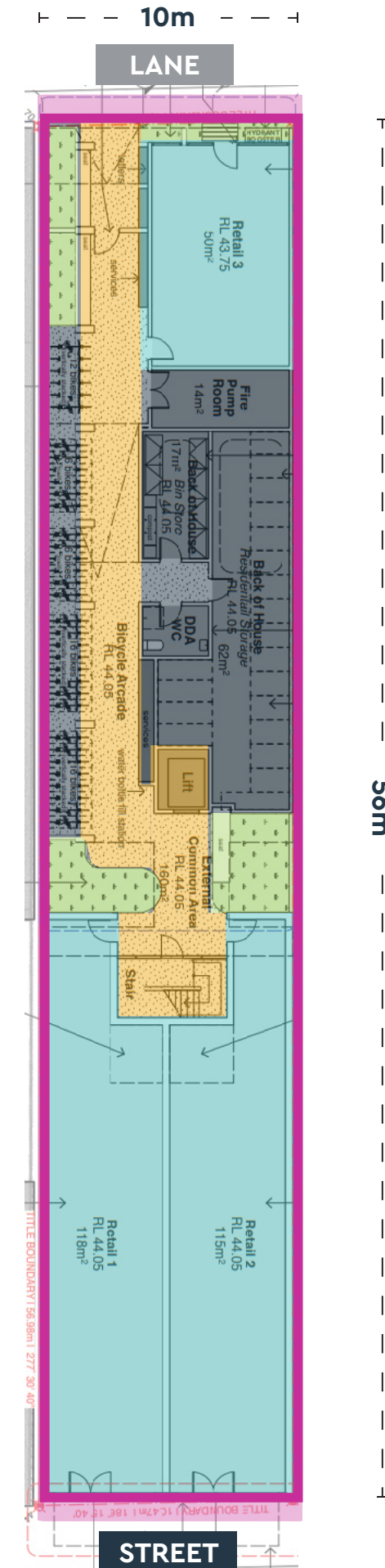
Terrace House, designed by Austin Maynard Architects, is a highly sustainable and 100% fossil fuel-free building in Melbourne consisting of 20 2 & 3 bedroom residences across 6 storeys.

The building includes zero car parking bays, but accommodates 55 bike parks. Residential access is provided from the rear laneway alongside a small office unit, with two retail tenancies taking up the full width of the street frontage. A three-storey brick podium responds to the scale and materiality of the building's heritage context.

Key Figures

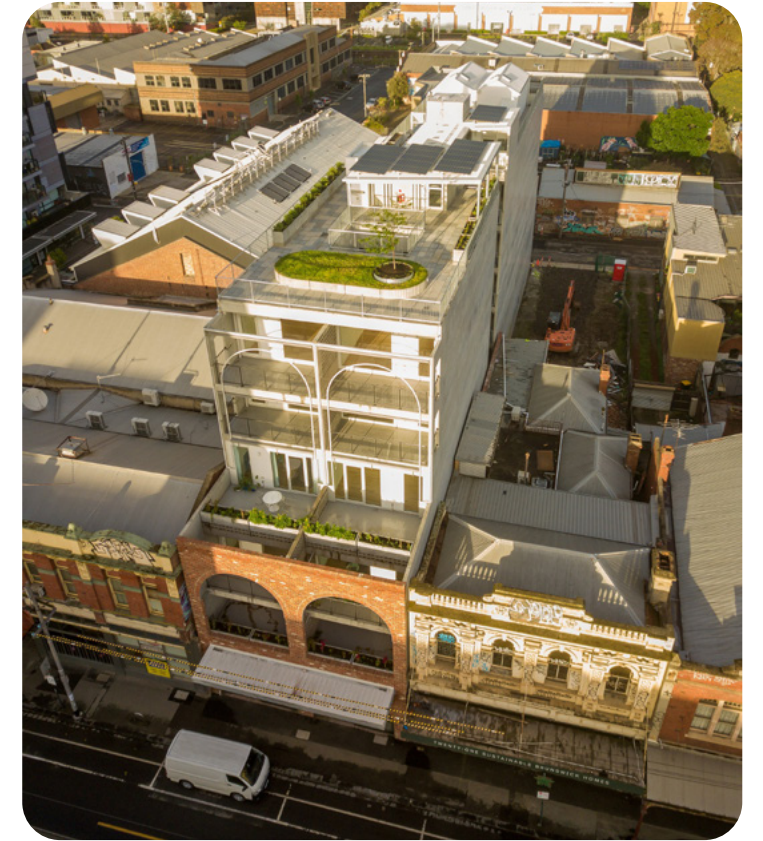
Site Area	597 sqm
Height	6 storeys
Plot Ratio	5.4:1
Non-Residential Plot	0.46:1 (3 units)
Residential Yield	20 units
Parking	Nil
Ground Floor Activation	277 sqm (47%)
Site Cover	95%
Sustainability	8.1 NatHERS rating, 100% Fossil Fuel Free, 90% construction recycled
Heritage	Retention and adaptive reuse of the heritage buildings on site
Community Benefit	900 sqm publicly-accessible (privately owned) mid-block plaza; Developer-funded upgrade to surrounding streets

- Site Boundary
- Public Frontage
- Retail/F&B
- Deep Soil
- Lobby/Core
- Service



Project Details

Status	Completed 2021
Location	209 Sydney Road, Brunswick, Melbourne VIC
Country	Wurundjeri
Developer	N/A (Nightingale Model)
Architect	Austin Maynard Architects





Precedent 9 Smith Street, Fitzroy VIC

This 7-storey mixed-use development incorporates 45 residences, 3 live/work offices, and 3 ground-level retail spaces, creating a dynamic, integrated community of residents and businesses. An open-air atrium courtyard serves as the heart of the building, promoting social interaction and connection among occupants.

A three-storey podium at street level pays homage to the area's heritage scale and provides a buffer for the apartments above, shielding them from the activity of the street below.

In response to the site's depth, the building is divided into two distinct volumes, separated by the courtyard. The dual frontages are designed to reflect the contextual conditions of a bustling high street with active retail tenancies, while the landscaped rear laneway frontage provides a tranquil setback for direct residential unit access and discreet parking entry.

Key Figures

Site Area	1,092 sqm
Height	7 storeys
Plot Ratio	0.98:1
Non-Residential Plot	0.43:1 (7 units)
Residential Yield	41 units
Parking	42 bays
Ground Floor Activation	475 sqm (43%)
Site Cover	83%
Sustainability	6.5 Star NatHERs ratings to dwellings; 200,000 litres of rainwater storage tank capacity; 6kw PV array
Heritage	N/A
Community Benefit	N/A



- Site Boundary
- Residential
- Office
- Lobby/Core
- Public Frontage
- Retail/F&B
- Public Space
- Service

Project Details

Status Completed 2016

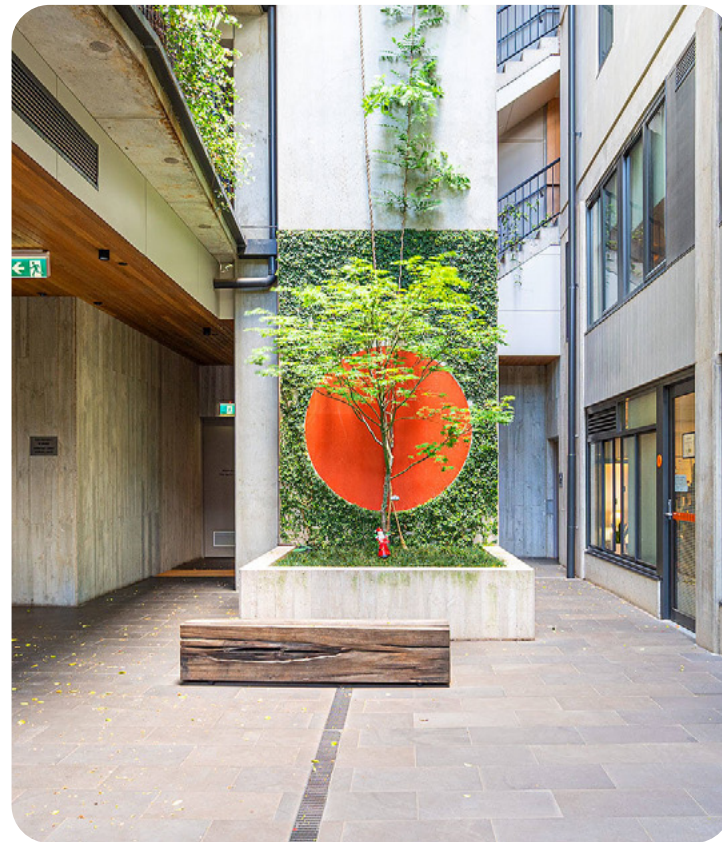
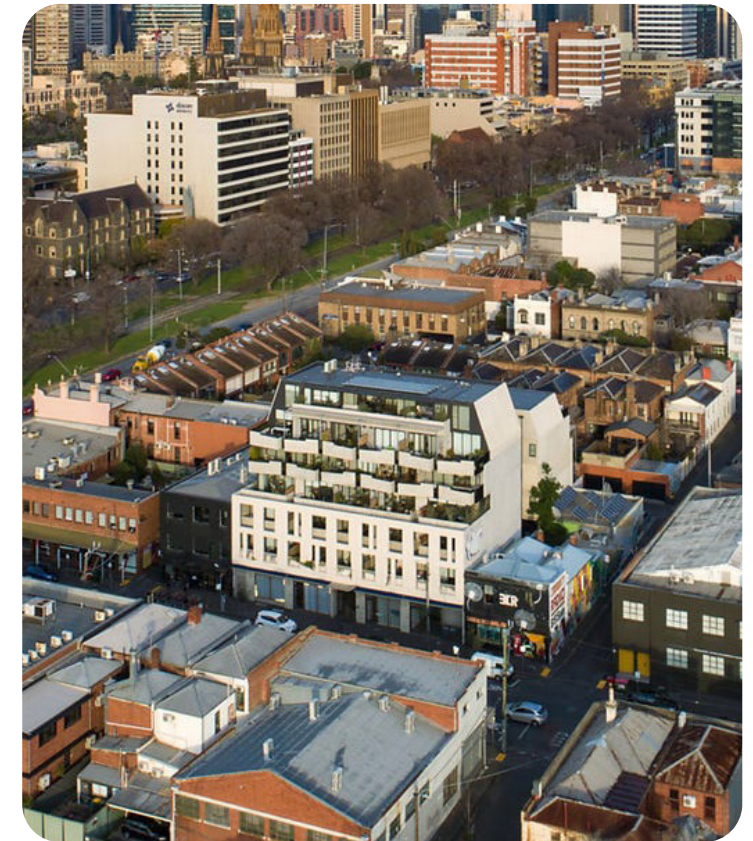
Value \$17 million

Location 9 Smith Street, Fitzroy VIC

Country Wurundjeri

Developer Neometro

Architect MA Architects





Precedent Mezzo, Glebe NSW

Mezzo, a winning design competition scheme by CHROFI Architects, comprises four individual building forms that reach up to ten storeys in height, providing a total of 213 apartments. The buildings are connected by a large podium that contains retail and office floorspace across three storeys. A non-profit organization is the primary occupant of the commercial space, while a small corner café adds to the liveliness of the surrounding area.

A landscaped mid-block pedestrian link breaks up the large site and promotes local neighbourhood access while a generous street setback softens the building's impact while maintaining an urban and activated edge. The site has street or lane frontage on all four sides, and each frontage has been thoughtfully designed to provide active commercial entries or walk-up apartment access, encouraging activity and surveillance.

Key Figures

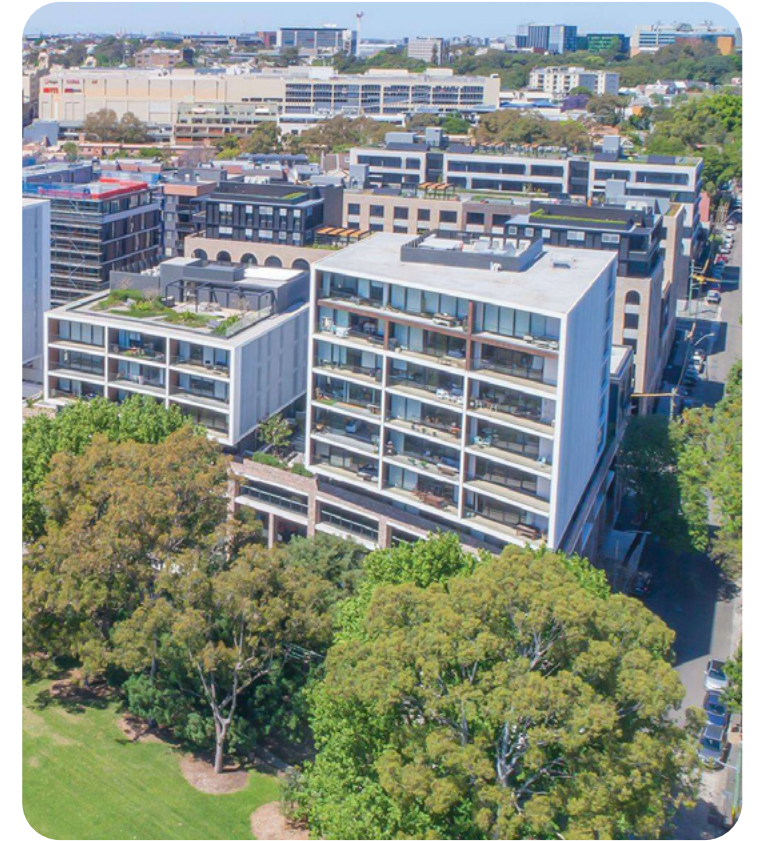
Site Area	5,427 sqm
Height	10 storeys
Plot Ratio	3.85:1
Non-Residential Plot	0.87:1 (5 units and 3 floors of office)
Ground Level Activation	2,200sqm (40%)
Residential Yield	228 units
Parking	123 bays
Site Cover	83.5%
Sustainability	25% above BASIX compliance
Heritage	N/A
Community Benefit	7.5% affordable housing, public realm including street setback and through site link dedicated to Council

- Site Boundary
- Public Frontage
- Residential
- Retail/F&B
- Office
- Public Space
- Lobby/Core
- Service



Project Details

Status	Completed 2019
Value	\$95 million
Location	163 and 169-185 Hunter St, Newcastle NSW
Country	Gadigal
Developer	Denwol, Oakstand
Architect	Chrofi





Case Study East End, Newcastle NSW

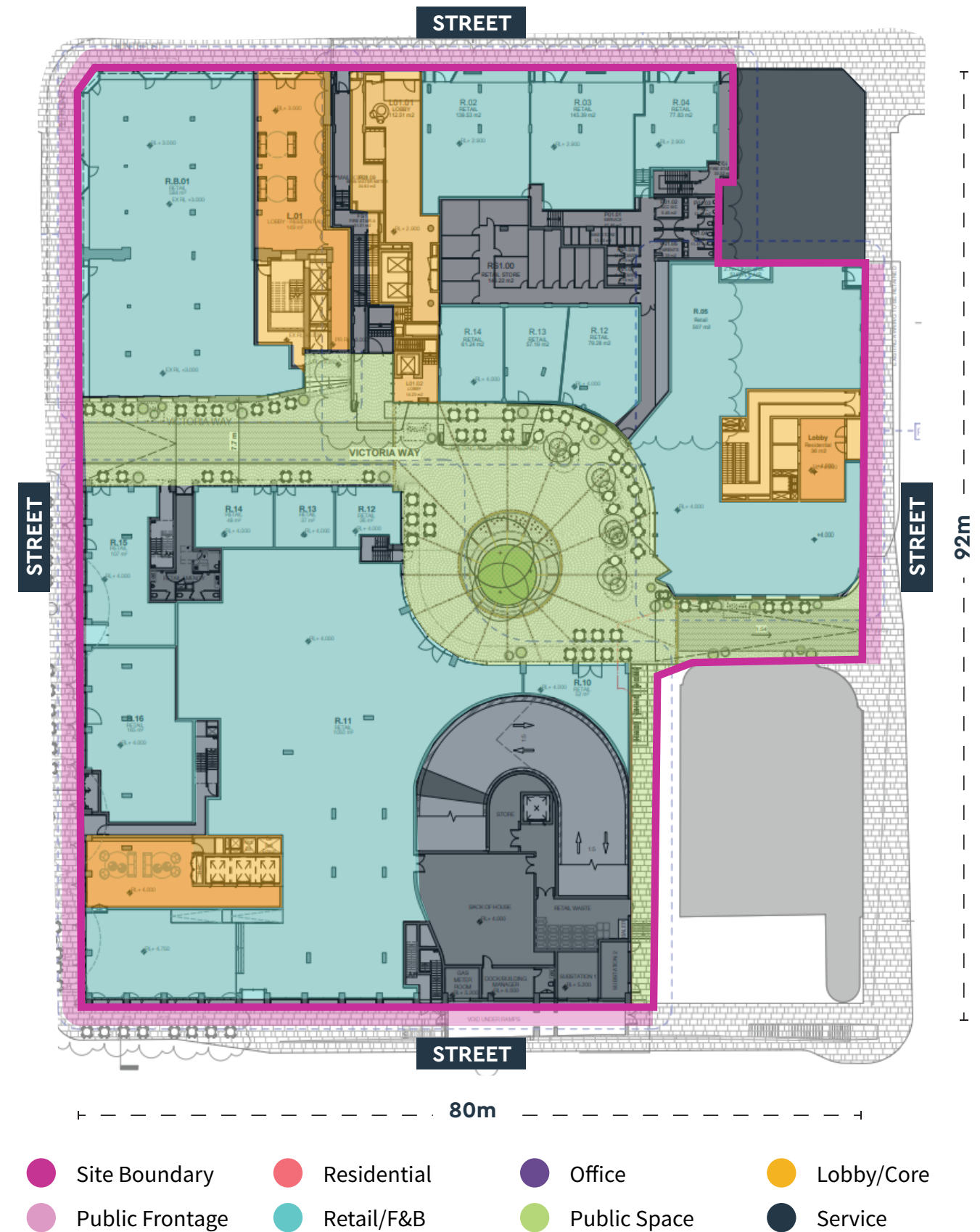
This significant urban regeneration project that encompasses an entire city block. Comprised of three mixed-use towers up to 12 storeys in height, the project includes a combination of residential, office, and hotel space. The towers were designed by three different architects, working collaboratively to create a cohesive and visually striking design.

The development features a new public space that runs through the centre of the site, connecting each building and providing a hub for community interaction. All buildings share services and a basement, freeing up space at ground level for more active uses.

The site offers a diverse mix of retail tenants, including a large Woolworths supermarket, which is situated within the interior of the site. Access and servicing for the supermarket are concealed, with no blank frontages or visible loading bays at street level, creating a more attractive and inviting streetscape.

Key Figures

Site Area	6,556 sqm
Height	12 storeys
Plot Ratio	3.67:1
Non-Residential Plot	0.56:1 (16 units)
Residential Yield	228 units
Parking	273 bays
Ground Floor Activation	3,146sqm (48%)
Site Cover	86%
Sustainability	BASIX compliance, rooftop PV array, ESD strategy
Heritage	Retention and adaptive reuse of the heritage buildings on site
Community Benefit	900 sqm publicly-accessible (privately owned) mid-block plaza; Developer-funded upgrade to surrounding streets



Project Details

Status	Completed 2021
Location	163 and 169-185 Hunter St, Newcastle NSW
Country	Awabakal and Worimi
Developer	Iris Capital
Architect	SJB, Durbach Block Jaggers, Tonkin Zulaikha Greer, ASPECT Studios



