



# Local Planning Policy

No. 40

**BURSWOOD STATION EAST  
DEVELOPMENT STANDARDS AND PUBLIC REALM IMPROVEMENTS**

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## AMENDMENTS

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# PART

# Introduction

## 1.1 Purpose

Land within Burswood Station East has historically been used for a mix of low-density and low-amenity industrial sub-precinct and commercial development.

The sub-precinct is located close to major transport routes, public transport, entertainment facilities and the Perth CBD. It provides an attractive opportunity to accommodate the Town's growing population through transition into a high-quality, high-density and high-amenity residential and commercial precinct.

This policy is designed to provide guidance for applicants and decision makers with respect to the envisaged transition via the provision of built form design standards, and guidance as to how discretion to vary those standards may be exercised in certain circumstances.

As a result of this land use and density transition, the public realm in the locality is also required to be upgraded and enhanced to meet the needs and expectations of future residents and visitors. In particular, public open space for future residents must be secured and street environments improved for resident access, safety and enjoyment.

High quality public spaces provide significant social, health, environmental and economic benefits. These spaces can facilitate positive lifestyle, recreation and social opportunities. The upgrade of these spaces is therefore pivotal in influencing and encouraging future residents and visitors to become a cohesive community.

This policy is therefore designed to provide certainty as to what upgrades to the public realm are required, and how the costs to implement those upgrades will be shared equitably between new and existing owners/developers.

## 1.2 Statement of Intent

The Burswood Station East sub-precinct should be redeveloped primarily as an area of high-quality medium to high density residential, office and commercial uses, reflective of an eclectic urban village that fosters activity, connections and vibrant public life for residents.

**In particular, development should seek to achieve the following objectives, having regard to its contribution to both the public and private realms:**

- a. Public places such as parks, reserves, streets and lanes should be used, maintained and enhanced so that they create a high level of public amenity.
- b. Uses and public facilities that promote pedestrian interest, activity, safety and connectivity at street level are encouraged throughout Burswood Station East.
- c. Ground floor design will provide vibrant, human-scale, fine-grain streetscapes that contribute to the overall character of the precinct.
- d. Multi-storey development should be designed and proportioned to break up the visual presence of the development and provide a 'human scale' of development at street level;
- e. Development should be designed to allow spaces to be adapted over time, particularly at the ground-floor level. Adaptive re-use is encouraged where this contributes to interest, vibrancy and improved building façade and public realm outcomes.
- f. Buildings should be designed to maximise solar access and minimise the impact of wind on the public realm.
- g. Development design will contribute to creation of a highly-functional transit-oriented development, including through housing and land use mix, building façade design and car parking provision.
- h. All buildings should strive to be innovative and reflect and accommodate modern business premises and offer a wide range of housing types and price points.
- i. All new development should be designed in accordance with 'Crime Prevention Through Environmental Design' principles.
- j. Buildings should be designed to achieve best practice for environmental sustainability through innovative design, construction and management.
- k. Office and Commercial land uses should be the predominant land use in development fronting Great Eastern Highway.
- l. Public spaces, local roads, pathways and development should include opportunities for urban greening.

# Application of Policy

PART

## 2.1 Policy Scope

This Local Planning Policy applies to all development located within the area bounded by Graham Farmer Freeway, Great Eastern Highway and the Armadale Railway line within the suburb of Burswood.

This area is identified as the "Buswood Station East Sub-Precinct" (Burswood Station East / BSE) and comprises the land zoned Office-Residential and coded R-ACO on Precinct Plan P2 Sheet A for the Burswood Precinct (the "TPS1 Precinct Plan") of the Town of Victoria Park Town Planning Scheme No. 1 ("TPS1").

## 2.2 Relationship to Other Planning Instruments

This Local Planning Policy is to be read in conjunction with TPS1, the Precinct Plan, State Planning Policy 7.3 Residential Design Codes Volumes 1 and 2 (the "R-Codes") and other relevant local planning policies of the Town. This Local Planning Policy provides a series of additional objectives for the defined Street Interface Typologies and additional or replacement Acceptable Outcomes for certain design elements of the R-Codes, in keeping with the Burswood Station East development intent.

### 2.2.1 TPS1 Precinct Plan

This Local Planning Policy supplements the TPS1 Precinct Plan.

### 2.2.2 R-Codes Volume 1

Where there is an inconsistency between this Policy and the R-Codes Volume 1, then this Local Planning Policy prevails to the extent of any inconsistency.

As contemplated by clause 7.3.1 of the R-Codes Volume 1, the Acceptable Outcomes in this Local Planning Policy replace or augment the equivalent Deemed-to-Comply provisions of the R-Codes – Volume 1.

### 2.2.3 R-Codes Volume 2

Where there is an inconsistency between this Local Planning Policy and the R-Codes Volume 2, then this Local Planning Policy prevails to the extent of any inconsistency.

This Local Planning Policy provides a series of additional objectives for defined Street Interface Typologies and additional or replacement Acceptable Outcome provisions for certain design elements in keeping with the Town's intent for the future of Burswood Station East.

The Acceptable Outcomes in this Local Planning Policy augment or replace the Acceptable Outcomes in the R-Codes Volume 2.

While addressing the Acceptable Outcomes is likely to achieve the Element Objectives and Street Interface Typology Objectives, they are not Deemed-to-Comply standards and all applicants will need to demonstrate that the Element Objectives and Street Interface Typology Objectives are addressed to the satisfaction of the Town.

Development may also satisfy these objectives by alternative means or solutions.

Appendix 1 to this Local Planning Policy summarises the relationship between specific design elements addressed in the Local Planning Policy and the R-Codes – Volume 2.

### 2.2.4 Other Local Planning Policies

Where there is conflict between this Local Planning Policy and any other local planning policy of the Town, this Local Planning Policy prevails to the extent of any inconsistency.



## 2.3 Definitions

Terms used in this Local Planning Policy have the same meaning as those used in the Planning and Development Act 2005, TPS1 and the R-Codes, unless specified otherwise below.

- **Active opening** – means a window or open-sided deck, alfresco area, balcony or verandah that:
  - i. allows for clear views between a usable internal or external space and a public street or place;
  - ii. has a minimum area of 1m<sup>2</sup> and dimension of 1m; and
  - iii. does not include an opening to a car parking area, services or storage area, or landscaped areas unsuitable for use as an outdoor living space.
- **Design Review Panel** – means the advisory panel appointed by the Town to provide expert advice on design outcomes in planning and development matters.
- **Design Statement** – a report prepared by an architect or designer explaining how a development proposal addresses the Design Principles of State Planning Policy 7.0 Design of the

Built Environment, in accordance with Part 6 of that State Planning Policy.

- **Façade** – the external face of a structure that faces a public street or space, including minor projections, signage and awnings, but not including fences.
- **Fine-Grain** – comprised of many small components or details.
- **Heavy Rigid Vehicle** – has the same meaning as in AS 2890.2-2002 Parking facilities – Off-street commercial vehicle facilities.
- **Main Building Line** – The predominant setback of the front face of the building from the street boundary. Where a terrace, landing, porch, balcony or verandah is more than 1.5 metres above the adjoining finished ground level or is covered by a roof, it is deemed to be part of the building for the purpose of determining Main Building Line.
- **Medium Tree** – a species of tree that has the potential at maturity to be a minimum height of 5m and a minimum canopy width of 4m, and is a minimum size of at least 35 litres when planted.

- **Non-Residential Development** – Development that is not a Single House, Grouped Dwelling or Multiple Dwelling.
- **Public Realm** – places accessible for common use by the public, including both the natural and built environment and streets.
- **R-Codes** – means State Planning Policy 7.3 Residential Design Codes.
- **Storey** – has the same meaning as in the R-Codes Volume 2.
- **Street Interface Typology** – a category of building for design purposes, based on the function and character of the street that the building faces and interacts with.
- **Transitional Development** – development that:
  - i. Is proposed in association with an existing building that is not consistent with the Statement of Intent and relevant Streetscape Interface Typology objectives in Part 1 of this Policy;
  - ii. Is not a new development or significant redevelopment of an existing site; and

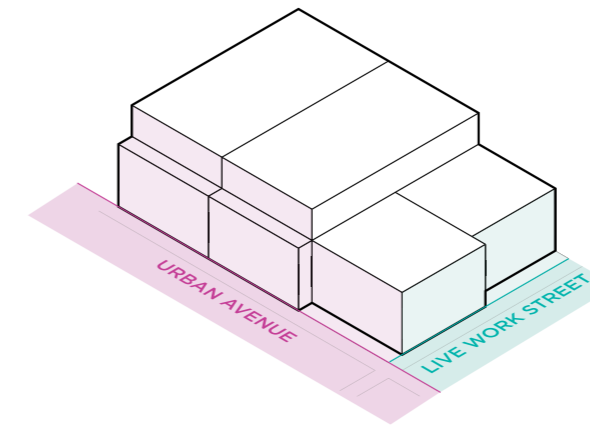
- iii. Has minor impact on the format and design of an existing building, and may include Change of Use where an existing building is utilised, signage, landscaping and small additions or alterations.
- **Turnaround Area** – a piece of land of sufficient area and design for a vehicle to make a complete 180 degree turn within the turnaround area in no more than three movements, and which may be provided within a road reservation or as an easement on private land.
  - **Upper-Level Apartment / Upper-Level Development** – apartments or development located three or more storeys above the ground.

## How to Use This Policy

### 3.1 Street Interface Typology Approach

The relationship between private buildings and public spaces is integral to the character of an area. To create a safe, vibrant and walkable neighbourhood, development in Burswood Station East should respond to the public realm it faces. Street environments are the largest component of public realm in Burswood Station East and should be viewed as spaces for people and activity as much as vehicles. To facilitate this, the Local Planning Policy adopts a "Street Interface Typology" framework and approach to development (see Figure 1).

The streets in Burswood Station East are classified into four Street Interface Typologies based upon their role in the movement network and neighbourhood structure (see Figure 2). For each frontage, the development façade should achieve the objectives for that Street Interface Typology and the objectives for each Design Element.



**FIGURE 1:** Using the Street Interface Typology approach, each façade of the structure should be designed to achieve the objectives for the public space it faces.



**Figure 2:** Street Interface Typology map for the Burswood Station East Precinct

### 3.2 Retention and Replacement of R-Codes Acceptable Outcomes

The Acceptable Outcomes for development in this Policy supplement the Acceptable Outcomes provided in the R-Codes. Each Design Element is prefaced by a table detailing the relationship between this Policy and the R-Codes. The example below demonstrates how to use these tables.

**EXAMPLE**  
**RELATIONSHIP WITH STATE PLANNING POLICY 7.3 RESIDENTIAL DESIGN CODES AND TPS1 PRECINCT PLAN**

| LPP DESIGN ELEMENT | DEVELOPMENT STANDARDS IN TPS1 PRECINCT PLAN | DEVELOPMENT TYPE                    | SPP7.3 REFERENCE       | RETAINED | REPLACED |
|--------------------|---|-------------------------------------|------------------------|----------|----------|
| 5.5 Plot Ratio     | 2. Building Height and Plot Ratio           | Single Houses and Grouped Dwellings | N/A                    | N/A      | N/A      |
|                    |   | Multiple Dwellings                  | Vol. 2, 2.5 Plot Ratio | A2.5.1   | Nil      |

**Development Standards in TPS1 Precinct Plan** references any provisions from the TPS1 Precinct Plan that directly addresses this Design Element.

**Development Type** breaks down the applicable R-Codes Acceptable Outcomes by development type - Single Houses and Grouped Dwellings are subject to Volume 1, Multiple Dwellings are subject to Volume 2.

**SPP7.3 Reference** provides the equivalent Design Element in the R-Codes. "N/A" means that the R-Codes do not directly address this Design Element for this Development Type.

**Retained** specifies the Acceptable Outcomes from the R-Codes that are retained in this Policy. If an Acceptable Outcome is retained, it remains applicable in addition to the Policy provisions.

**Replaced** specifies the Acceptable Outcomes from the R-Codes that are replaced by this Policy. If an Acceptable Outcome is replaced, the Policy prevails.

# Development Objectives

# PART

## 4.1 Objectives for Development Fronting Urban Avenues

**4.1.1** Urban Avenues are the 'heart' of Burswood Station East, where the development is at its most intense, characterised by tall buildings with minimised setbacks. Space for active and commercial uses on the ground floor is maximised.

**4.1.2** Development on Urban Avenues creates an intimate, fine-grain and dynamic street environment through continuous street frontages, fine-grain façade design and small-scale tenancy layouts.

**4.1.3** Development facades promote interaction between building interiors and street life, with clear views, opportunities for surveillance and minimal separation between activities on public and private land.

**4.1.4** Buildings provide spaces that blur the boundary between public and private realm and add to pedestrian comfort, such as awnings over public footpaths, colonnaded walkways, alfresco dining areas and landscaped plazas.

**4.1.5** Tower-level development complements the street environment and does not negatively impact the quality and experience of the public realm.

**4.1.6** The height, setbacks and scale of development reinforce or complement an intimate, human-scale, urban streetscape environment, and contribute to street continuity.

**4.1.7** Development is designed to reinforce the prominence of spaces designed for human habitation or business, and limit the visual presence of vehicle parking, waste collection and service areas at ground level.

**4.1.8** Vehicle access points are designed and located to reduce visual impact on the Stiles-Griffiths Reserve and adjacent laneway, and to avoid conflict with pedestrians, cyclists and other vehicles accessing the Stiles-Griffiths Reserve and adjacent laneway.

**4.1.9** Street-facing development and landscape design retain and enhance the amenity and safety of the adjoining public domain, including the provision of shade.

**4.1.10** Entries to the development connect to and address the public domain with an attractive street presence.

**4.1.11** The design and location of car parking minimises

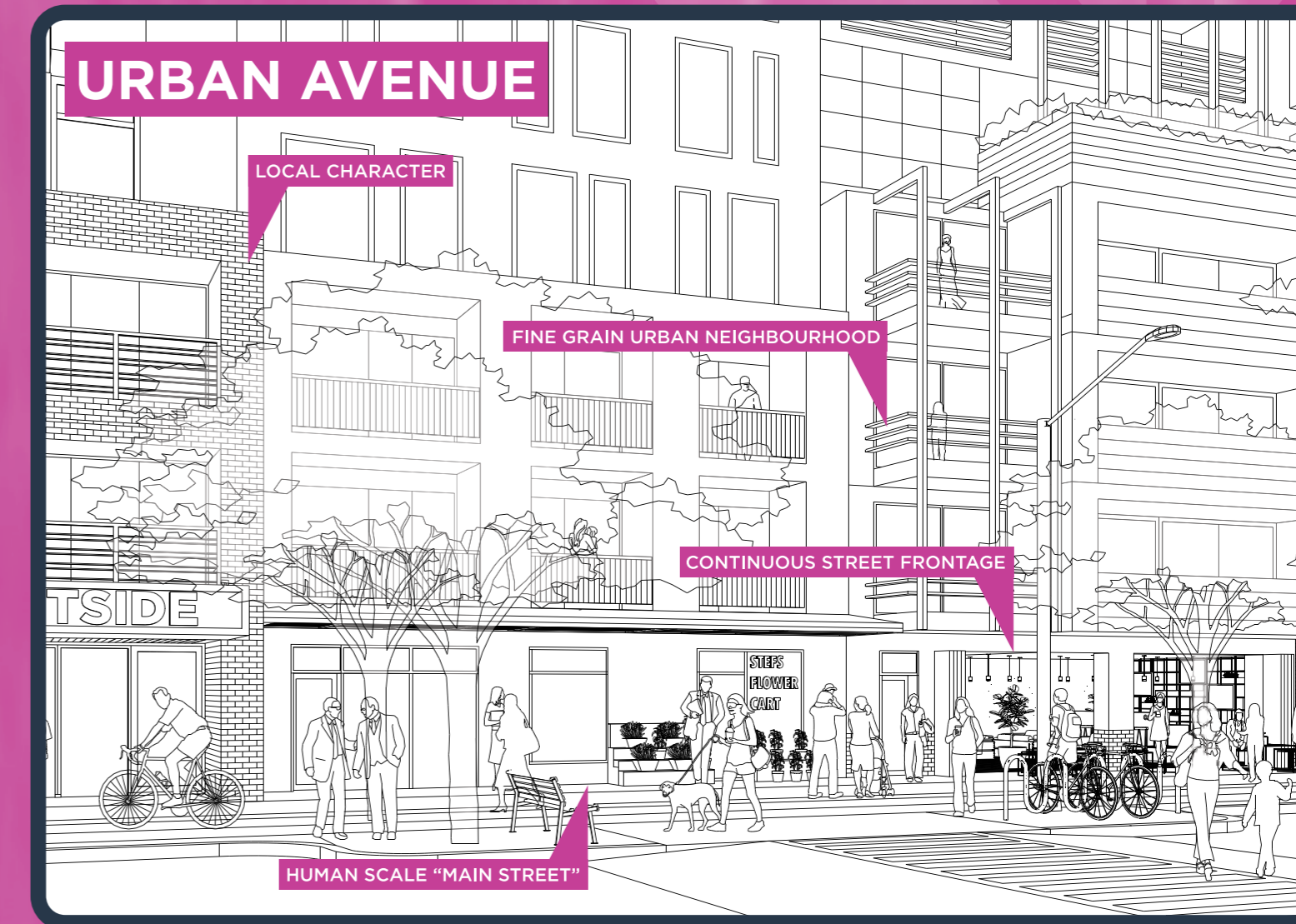
negative visual and environmental impacts on amenity, the streetscape, activation or visual appeal of building facades.

**4.1.12** The design and location of car parking allows for active uses, surveillance and architectural design interest in ground-floor facades.

**4.1.13** Building facades incorporate proportions, materials and architectural elements that respect and reference the historic industrial/warehouse character of Burswood Station East's built form.

**4.1.14** Vehicle access points, waste collection points, and service and utility facilities are located on alternative street frontages so that they do not impede pedestrian priority and street frontage continuity.

**4.1.15** Transitional development facilitates the continued use of existing buildings where this does not prejudice the future redevelopment of adjacent sites or the Urban Avenue Streetscape Interface Typology character.





## 4.2 Objectives for Development Fronting Live/Work Streets

**4.2.1** Development fronting Live/Work Streets presents as townhouse, terrace or shop-top housing building types with a fine-grain urban form to create an inner-city residential character.

**4.2.2** Residential and non-residential uses intermingle on Live/Work Streets, providing opportunities to live and work around the edge of Burswood Station East's core.

**4.2.3** Development contributes to the overall Burswood Station East historic industrial/warehouse character and intimate urban setting but with a more residential focus than Urban Avenues.

**4.2.4** Continuous frontages are encouraged where these enhance the desired streetscape character.

**4.2.5** Landscaping and façade design promote surveillance and safe, pleasant walking environments.

**4.2.6** The height, setbacks and scale of development reinforce or complement an intimate, human-scale, urban streetscape environment, and contribute to street continuity.

**4.2.7** Development is designed to reinforce the prominence of spaces designed for human habitation or business, and limit the visual presence of vehicle parking, waste collection and service areas at ground level.

**4.2.8** Street-facing development and landscape design retain and enhance the amenity and safety of the adjoining public domain, including the provision of shade.

**4.2.9** Entries to the development connect to and address the public domain with an attractive street presence.

**4.2.10** The design and location of car parking allows for habitable uses, surveillance and architectural design interest in ground-floor facades. Car parking areas are located and designed so as not to negatively impact the activation or visual appeal of building facades.

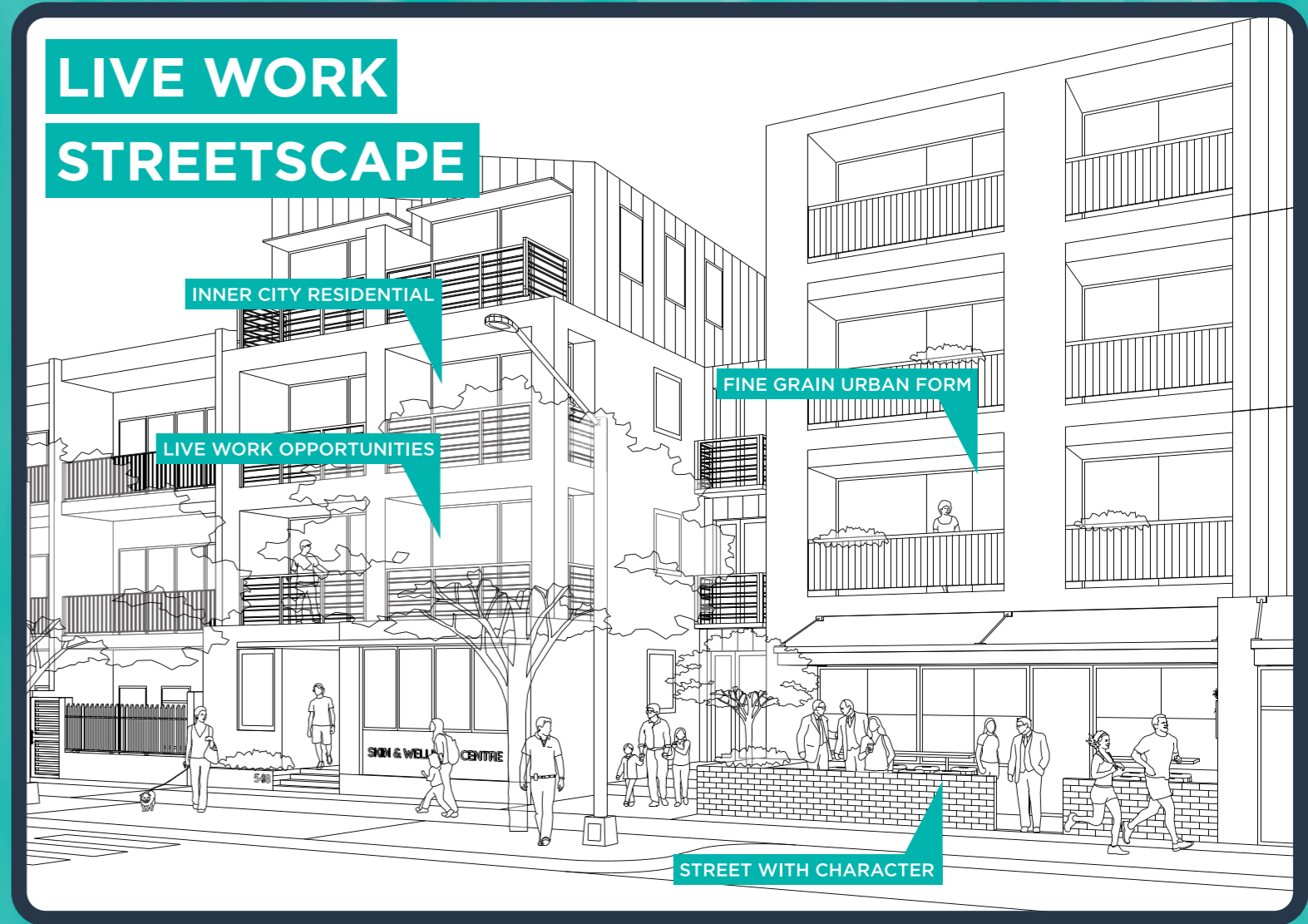
**4.2.11** Building facades contribute to a fine-grain, human-scale street environment.

**4.2.12** Building facades incorporate proportions, materials and architectural elements that respect and reference the historic industrial/warehouse character of Burswood Station East's built form.

**4.2.13** Transitional development facilitates the continued use of existing buildings where this does not prejudice the future redevelopment of adjacent sites or the Live/Work Street Streetscape Interface Typology character.



## LIVE WORK STREETScape



### 4.3 Objectives for Development Fronting Great Eastern Highway

**4.3.1** Development fronting Great Eastern Highway presents an active, continuous development frontage and responds to the access, safety and design requirements of the Primary Regional Road designation.

**4.3.2** Development fronting Great Eastern Highway can accommodate wider shopfronts suitable to larger format commercial operations.

**4.3.3** Frontages of podium-level development provide surveillance and design interest to Great Eastern Highway.

**4.3.4** Development fronting Great Eastern Highway provides an effective transition from the highway environment to the BSE core.

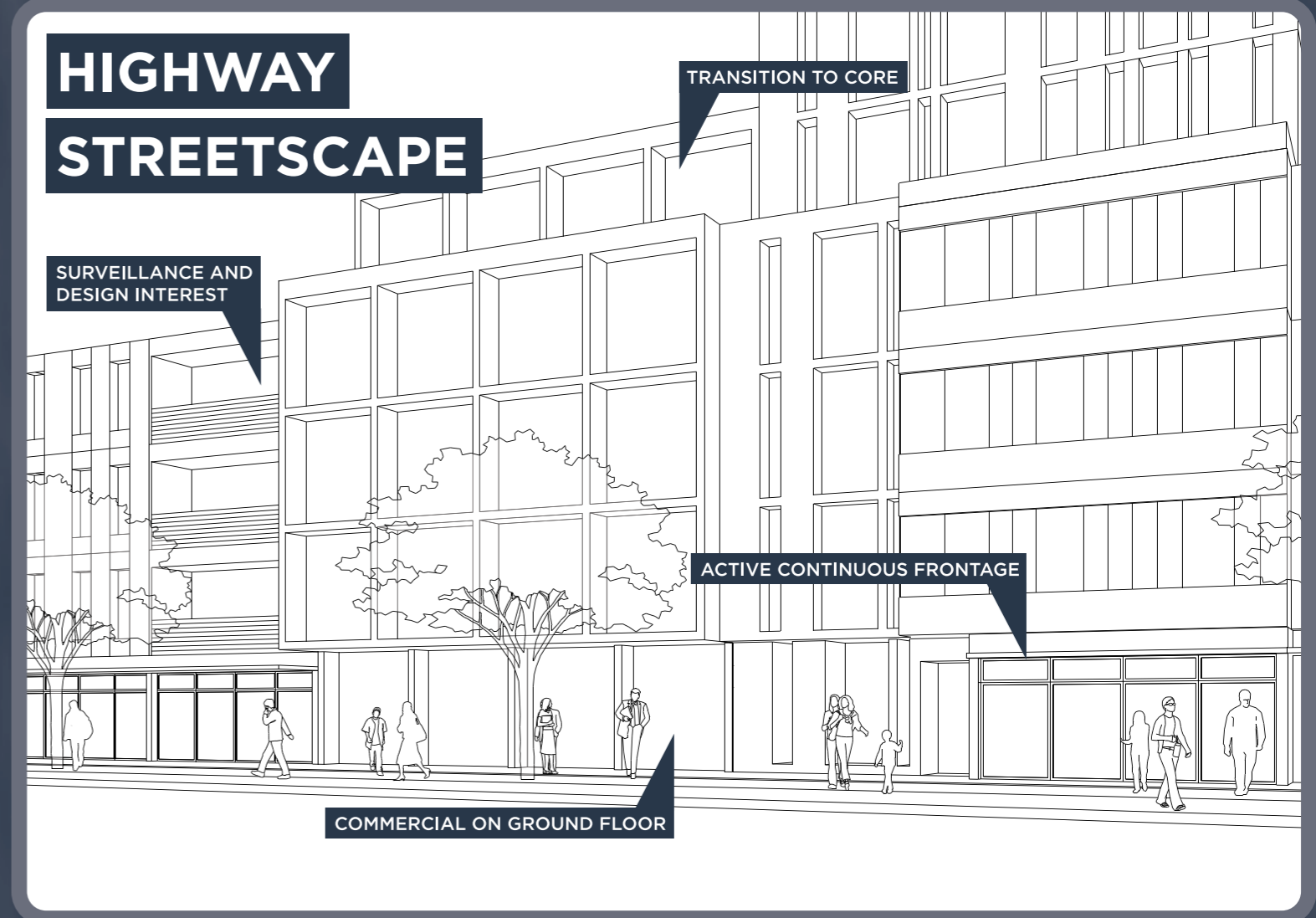
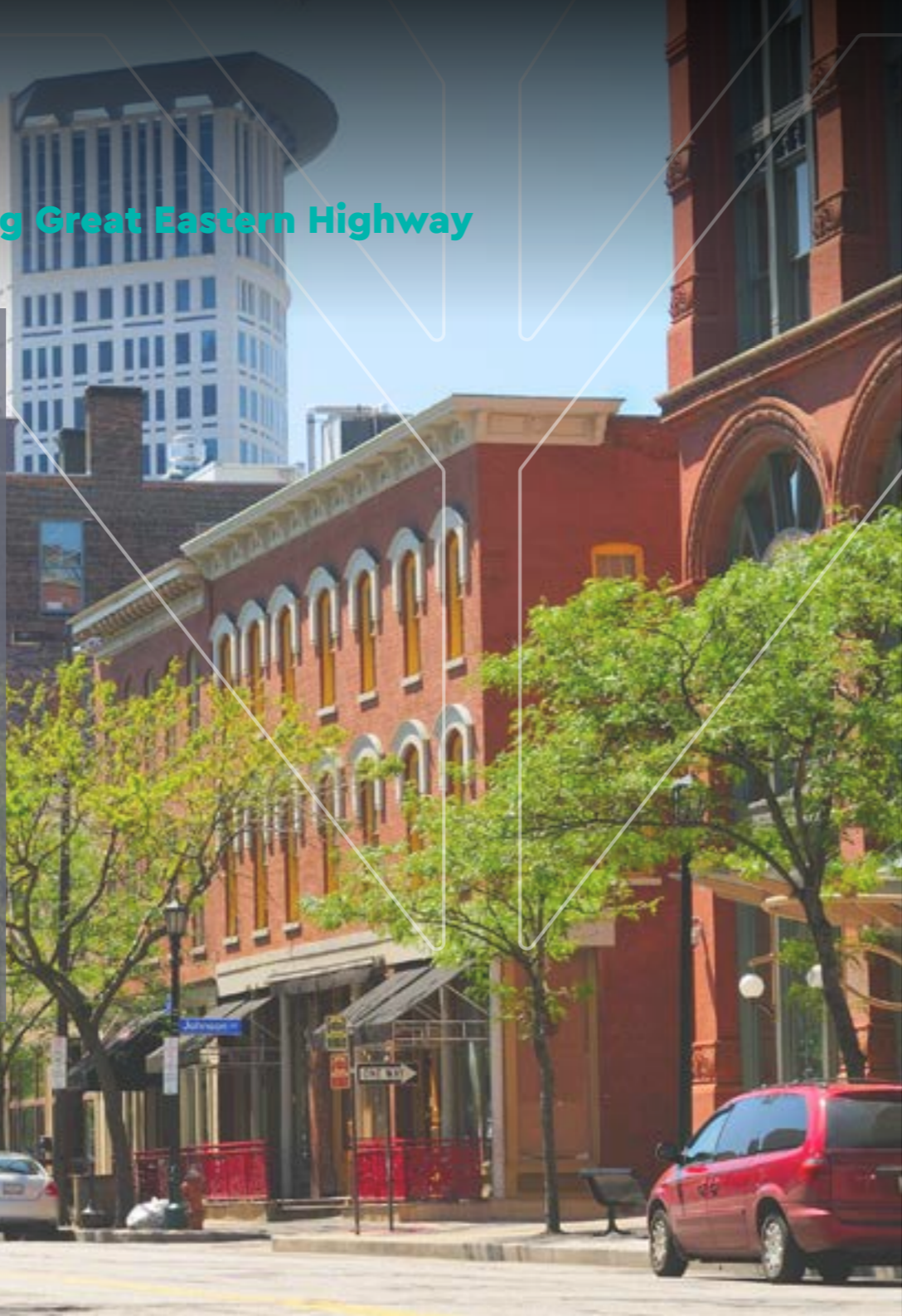
**4.3.5** Continuous frontages are encouraged where these enhance the desired streetscape character

**4.3.6** Landscaping and façade design promote surveillance, safe and pleasant walking environments and commercial operations.

**4.3.7** Street-facing development and landscape design retain and enhance the amenity and safety of the adjoining public domain, including the provision of shade.

**4.3.8** Entries to the development connect to and address the public domain with an attractive street presence.

**4.3.9** Development facilitates the continued use of existing buildings where this does not prejudice the future redevelopment of adjacent sites or the Great Eastern Highway Streetscape Interface Typology character.



## 4.4 Objectives for Development Fronting Laneways

**4.4.1** Laneways provide safe, attractive access ways for cars, service vehicles, pedestrians and cyclists.

**4.4.2** Development fronting Laneways uses façade design features, landscaping and site layout to create laneway spaces that feel safe, intimate and in keeping with the precinct's character.

**4.4.3** Development fronting Laneways provides for safe and efficient vehicle access and servicing of private development without compromising usability of the Laneway for pedestrians and bicycles.

**4.4.4** Laneways are of sufficient width and provide turnaround areas to allow for safe movement of pedestrians, bicyclists, private cars and servicing vehicles.

**4.4.5** Development fronting Laneways provides opportunities for casual surveillance and avoids creation of entrapment points.

**4.4.6** Vehicle access, car parking, waste collection and servicing areas should be integrated into an attractive façade design and building layout so that they do not visually dominate the presentation of the development to the Laneway.

**4.4.7** Laneways achieve a width of 7.0m to accommodate the proposed streetscape design elements and allow for safe movement by vehicles, pedestrians and bicycles.

**4.4.8** Setback areas to development fronting laneways is landscaped and designed to enhance the amenity of the laneway in keeping with the Laneway Street Interface Typology character.

**4.4.9** Development on Laneways servicing sites on Great Eastern Highway:

- Contributes to the transition from the highway environment to Burswood Station East core; and
- Effectively provides for the vehicle access, car parking and servicing needs of sites fronting the highway while providing casual surveillance and visual interest to the laneway.

**4.4.10** Development on Laneways abutting Public Open Space:

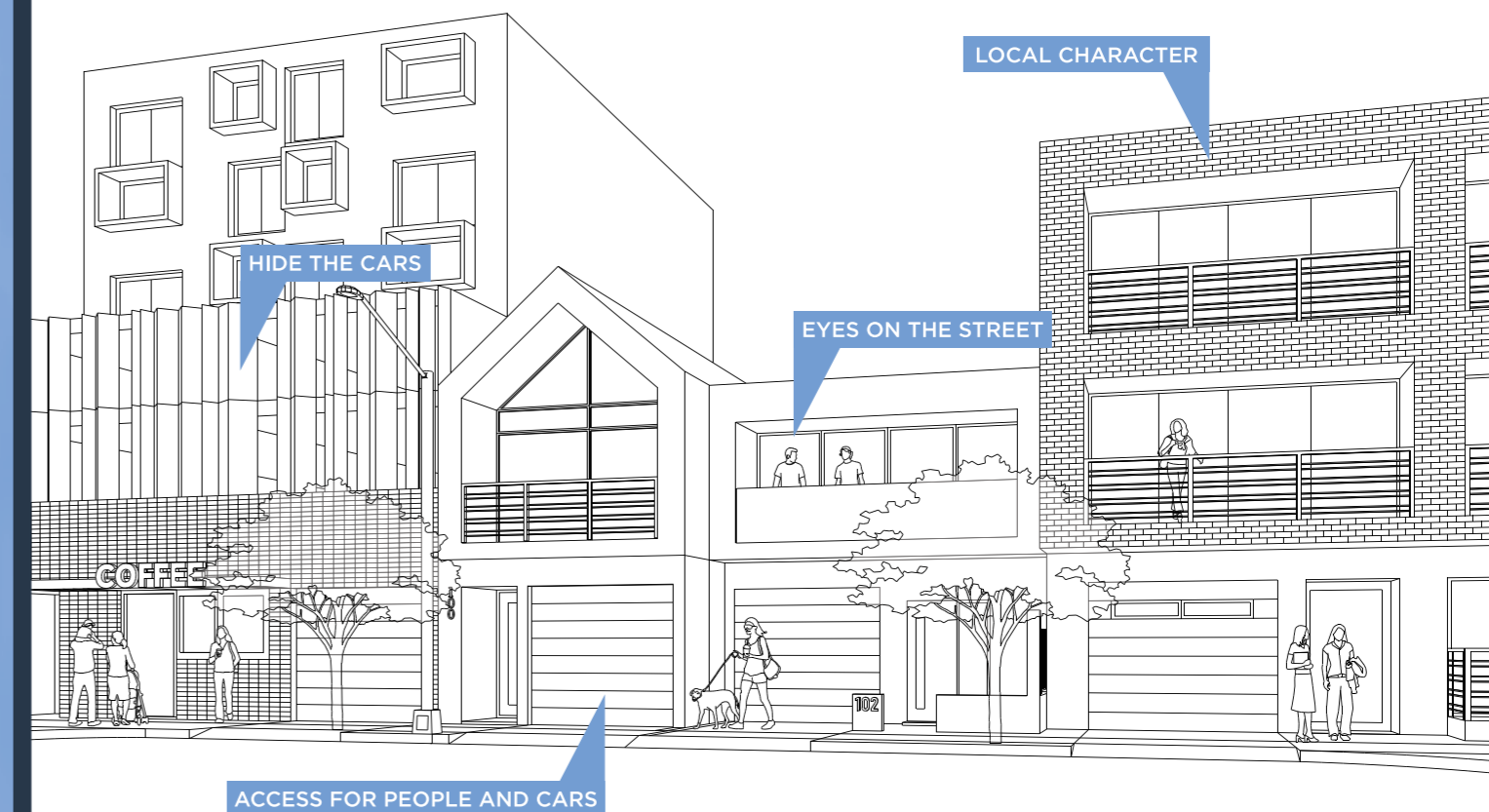
- Interacts with and enhances the Public Open Space setting; and
- Minimises vehicle access points and conflicts with pedestrians.

**4.4.11** Development abutting laneways that terminate or laneways adjacent to Public Open Space is consistent with a whole-of-street approach to ensure consistent and fit-for-purpose access and amenity outcomes.



*"Minimal front setbacks create an intimate street environment that encourages interaction between the public and private realm"*

## LANEWAY STREETSCAPE





# Policy Requirements for Built Form Design

PART



## 5.1 Applicable Development Standard

**5.1.1** All development is to be in accordance with the TPS1 Precinct Plan and this Local Planning Policy.

**5.1.2** Where the R-Codes are applicable to a development, the following density codes apply:

- a. All Grouped Dwelling and Single House development (R-Codes Volume 1): R80.
- b. All Multiple Dwelling and Mixed Use development (R-Codes Volume 2): R-AC3.

**5.1.3** Where an Acceptable Outcome in this Policy refers to a provision from the R-Codes Volume 2, all development types including those not generally subject to the R-Codes Volume 2 (Single Dwellings, Grouped Dwellings and Non-Residential Development) shall be assessed as if those specified provisions applied.

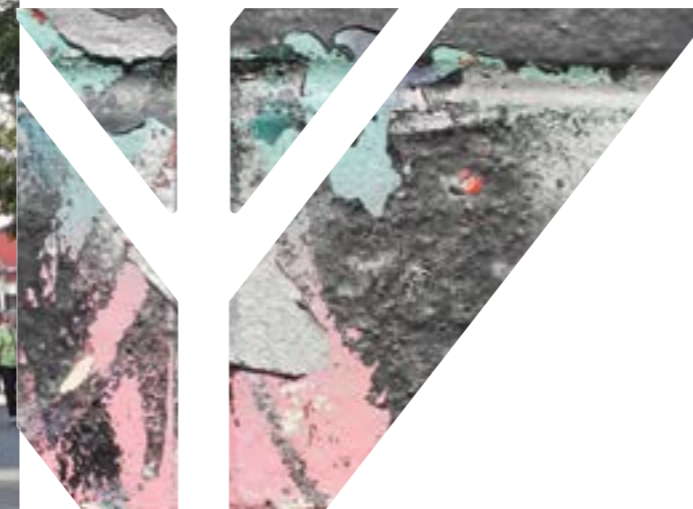
## 5.2 Building Height

### RELATIONSHIP WITH STATE PLANNING POLICY 7.3 RESIDENTIAL DESIGN CODES AND TPS1 PRECINCT PLAN

| LPP DESIGN ELEMENT  | DEVELOPMENT STANDARDS IN TPS1 PRECINCT PLAN | DEVELOPMENT TYPE                    | SPP7.3 REFERENCE              | SPP7.3 RETAINED | SPP7.3 RETAINED |
|---------------------|---|-------------------------------------|-------------------------------|-----------------|-----------------|
| 2.2 Building Height | 2. Building Height and Plot Ratio           | Single Houses and Grouped Dwellings | Vol. 1, 5.1.6 Building Height | C6              | Nil             |
|                     |   | Multiple Dwellings                  | Vol. 2, 2.2 Building Height   | A2.2.1          | Nil             |

### Acceptable Outcomes

- AO5.2.1** Development:
- a. does not exceed 6 storeys in height; or
  - b. development in excess of 6 storeys in height is approved in accordance with the provisions of Part 6 of this Local Planning Policy.
- AO5.2.2** Development does not impact upon Perth Airport Prescribed Airspace, as set out in The Airports (Protection of Airspace) Regulations 1996 (Cth).
- AO5.2.3** Ground-floor development fronting an Urban Avenue is to have a minimum floor to ceiling height of 4.0m and maximum floor to ceiling height of 5.4m.
- AO5.2.4** Building facades facing streets to have a minimum height of:
- a. 3 storeys where facing an Urban Avenue or Great Eastern Highway; and
  - b. 2 storeys where facing a Live/Work Street; and
  - c. 2 storeys where facing the Laneway that abuts the land known as Stiles-Griffiths Reserve.



## 5.3 Street Setbacks

### RELATIONSHIP WITH STATE PLANNING POLICY 7.3 RESIDENTIAL DESIGN CODES AND TPS1 PRECINCT PLAN

| LPP DESIGN ELEMENT  | DEVELOPMENT STANDARDS IN TPS1 PRECINCT PLAN | DEVELOPMENT TYPE                    | SPP7.3 REFERENCE                              | RETAINED | REPLACED                     |
|---------------------|---|-------------------------------------|---|----------|------------------------------|
| 5.3 Street Setbacks | N/A   | Single Houses and Grouped Dwellings | Vol. 1, 5.1.2 Street Setback                  | Nil      | C2.1, C2.2, C2.3, C2.4       |
|                     |   |                                     | Vol. 1, 5.2.1 Setback of Garages and Carports | Nil      | C1.1, C1.2, C1.3, C1.4, C1.5 |
|                     |   | Multiple Dwellings                  | Vol. 2, 2.3 Street Setbacks                   | A2.3.1   | Nil                          |

*"The setback area has been designed as a purposeful, open public plaza with landscaping elements that maintain the visual line of the dominant street setback."*

### Acceptable Outcomes

**AO5.3.1** Development is setback to respond to its adjacent Street Interface Typology/ies:

- a. For development fronting Urban Avenues:
  - i. The main building line of ground-floor development is be 0m from the street boundary, or setback up to 4.0m from the street boundary where:
    - A. The setback area is designed as a purposeful, open public plaza that provides a high standard of amenity and maintains interaction between the building and the street environment, and may include an open alfresco dining area attached to a commercial tenancy; or
    - B. The setback area of the ground floor only is designed as a covered walkway that provides a high standard of amenity and maintains interaction between the building and the street environment.

AND/OR

- b. For development fronting Great Eastern Highway:
  - i. The main building line of ground-floor development is setback between a minimum of 1.5m and a maximum of 4.0m from the street boundary; and
  - ii. Upper-levels may be setback less than 1.5m from the street where the setback area below provides a purposeful, sheltered space for pedestrians.

AND/OR

- c. For development fronting Live/Work Streets, the main building line of ground-floor development is setback between a minimum of 0m and a maximum of 4.0m from the street boundary.

AND/OR

- d. For development fronting Laneways:
  - i. The main building line of ground-floor development is setback a minimum of 1m and maximum of 4m, in addition to any land required for laneway widening to achieve an ultimate laneway width of 7.0m; and

- ii. Development may be set back less than 1m from the boundary and any land required for laneway widening where:
  - A. No development is located within land required for laneway widening; and
  - B. The development is consistent with the provisions for visual sightlines and truncations in Local Planning Policy No. 7 : Development and Vehicle Access to Properties Abutting Rights-of-Way; and
  - C. The façade incorporates architectural details to create visual interest and enhance the streetscape; and
  - D. At least two active openings on or forward of the main building line, and no higher than the second storey, directly overlook the adjacent laneway; and
  - E. The adjacent laneway does not service lots with frontage to Great Eastern Highway.

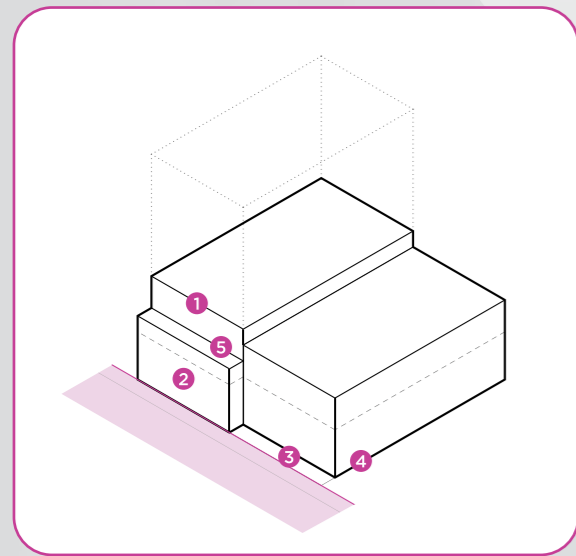
- iii. Development may be set back further than 4m from the boundary where the main building line is setback 4m or less for at least 60% of the lot boundary width.

**AO5.3.2** The main building line for any development four storeys and higher will be setback a minimum of 3.0m behind the main building line of the corresponding levels below.

**AO5.3.3** Setbacks greater than those stated in AO5.3.2 are considered where necessary to meet the requirements of State Planning Policy 5.4 Road and Rail Noise, provided that:

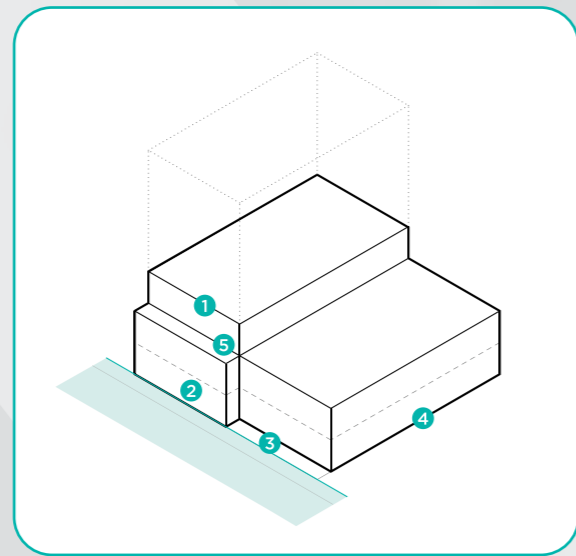
- a. the building incorporates articulation and variation in street setbacks;
- b. the setback area and building facade are designed to meet the streetscape interface typology objectives and have a positive impact on the street environment; and
- c. the application is supported by a report from a suitably qualified acoustic consultant demonstrating that appropriate design measures to mitigate noise impacts has been taken and the proposed setbacks are unavoidable and necessary.

**AO5.3.4** Where a street setback area is provided, the setback area is to be landscaped to a high standard to support the Streetscape Interface Typology objectives in Part 4.



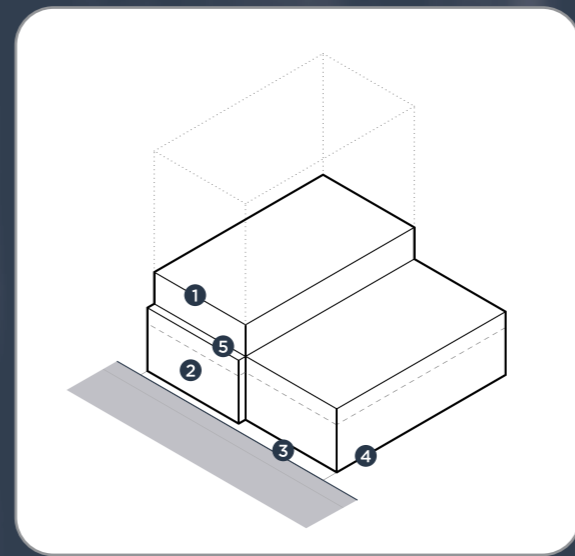
**FIGURE 3A: Height and Setback Acceptable Outcomes for Urban Avenues**

1. Up to 6 storey overall height, or additional height if approved in accordance with the provisions of Part 6.
2. Minimum 3 storey façade height
3. Buildings built to the street boundary or setback up to 4.0m where a plaza, alfresco dining area or colonnaded walkway is provided
4. Buildings built to the side boundary for at least 3.0m behind the main building line
5. Facade design and setbacks create a defined base for development



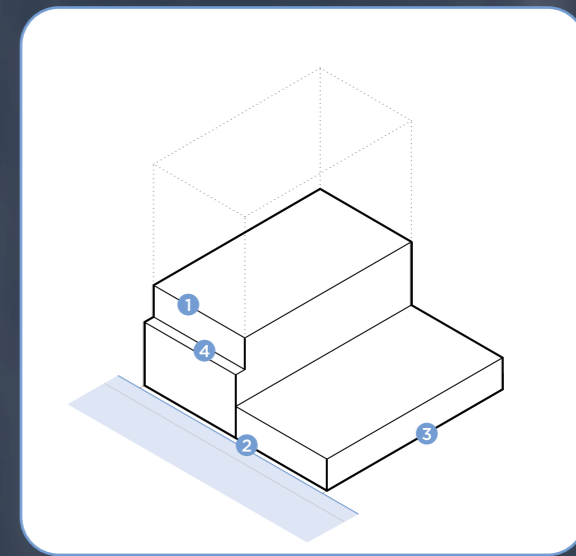
**FIGURE 3B: Height and Setback Acceptable Outcomes for Live/Work Streets**

1. Up to 6 storey overall height, or additional height is approved in accordance with the provisions of Part 6.
2. Minimum 2 storey façade height
3. Buildings set back minimum 0m and maximum 4.0m from the street boundary
4. Buildings set back from side boundaries in accordance with the R-Codes.
5. Facade design and setbacks create a defined base for development



**FIGURE 3C: Height and Setback Acceptable Outcomes for Great Eastern Highway**

1. Up to 6 storey overall height, or additional height if approved in accordance with the provisions of Part 6.
2. Minimum 3 storey façade height
3. Buildings set back minimum 1.5m and maximum 4.0m from the street boundary
4. Buildings built to the side boundary for at least 3.0m behind the main building line
5. Facade design and setbacks create a defined base for development



**FIGURE 3D: Height and Setback Acceptable Outcomes for Laneways**

1. Up to 6 storey overall height, or additional height if approved in accordance with the provisions of Part 6.
2. Buildings set back at least 1.0m, in addition to any land required for laneway widening
3. Buildings set back from side boundaries in accordance with SPP7.3
4. Facade design and setbacks create a defined base for development

## 5.4 Side and Rear Setbacks

### RELATIONSHIP WITH STATE PLANNING POLICY 7.3 RESIDENTIAL DESIGN CODES AND TPS1 PRECINCT PLAN

| LPP DESIGN ELEMENT         | DEVELOPMENT STANDARDS IN TPS1 PRECINCT PLAN | DEVELOPMENT TYPE                    | SPP7.3 REFERENCE                   | RETAINED       | REPLACED   |
|----------------------------|---|-------------------------------------|------------------------------------|----------------|------------|
| 5.4 Side and Rear Setbacks | N/A   | Single Houses and Grouped Dwellings | Vol. 1, 5.1.3 Lot Boundary Setback | C3.1           | C3.2, C3.3 |
|                            |   | Multiple Dwellings                  | Vol. 2, 2.4 Side and Rear Setbacks | A2.4.1, A2.4.2 | Nil        |

*“Continuous frontages paired with variation in façade design create a dynamic, intimate building-scape”*

### Acceptable Outcomes

- AO5.4.1** a. For development fronting Urban Avenues and Great Eastern Highway:
- Ground-floor development is set back 0m from the side or rear boundary for at least 3.0m behind the main building line; and
  - All other side and rear setbacks comply with the side and rear setbacks set out in Table 2.1 of R-Codes Volume 2, except where a greater setback is required to address clause 3.5 of R-Codes Volume 2 – Visual privacy. For Non-Residential development, any active opening is to be assessed as if it was a major opening to a bedroom; and
  - All other development is setback from the boundary in order to achieve the Objectives outlined in 2.7 Building separation, 3.3 Tree canopy and deep soil areas, 3.5 Visual privacy and 4.1 Solar and daylight access of State Planning Policy 7.3 Residential Design Codes Volume 2.

OR

- For development fronting Live/Work Streets and Laneways, all development complies with Acceptable Outcomes A2.4.1 and A2.4.2 of R-Codes Volume 2.





## 5.5 Plot Ratio

### RELATIONSHIP WITH STATE PLANNING POLICY 7.3 RESIDENTIAL DESIGN CODES AND TPS1 PRECINCT PLAN

| LPP DESIGN ELEMENT | DEVELOPMENT STANDARDS IN TPS1 PRECINCT PLAN | DEVELOPMENT TYPE                    | SPP7.3 REFERENCE       | RETAINED | REPLACED |
|--------------------|---|-------------------------------------|------------------------|----------|----------|
| 5.5 Plot Ratio     | 2. Building Height and Plot Ratio           | Single Houses and Grouped Dwellings | N/A                    | N/A      | N/A      |
|                    |   | Multiple Dwellings                  | Vol. 2, 2.5 Plot Ratio | A2.5.1   | Nil      |



### Acceptable Outcomes

- AO5.5.1** Development:
- a. does not exceed the plot ratio standard set in the TPS1 Precinct Plan; or
  - b. is approved in accordance with the provisions of Part 6 of this Local Planning Policy.

## 5.6 Façade Design

### RELATIONSHIP WITH STATE PLANNING POLICY 7.3 RESIDENTIAL DESIGN CODES AND TPS1 PRECINCT PLAN

| LPP DESIGN ELEMENT | DEVELOPMENT STANDARDS IN TPS1 PRECINCT PLAN | DEVELOPMENT TYPE                    | SPP7.3 REFERENCE           | RETAINED | REPLACED   |
|--------------------|---|-------------------------------------|----------------------------|----------|--|
| 5.6 Façade Design  | N/A   | Single Houses and Grouped Dwellings | N/A                        | N/A      | N/A  |
|                    |   | Multiple Dwellings                  | Vol. 2, 4.10 Façade Design | Nil      | A4.10.1, A4.10.2, A4.10.3, A4.10.4, A4.10.5, A4.10.6 |

*"The façade design avoids large expanses of windows while promoting interaction between the building interior and street"*

### Acceptable Outcomes

**AO5.6.1** For all Street Interface Typologies:

- Façade design includes rhythm and visual interest achieved by a combination of building articulation, the composition of different elements, and changes in texture, material and colour.
- In buildings with a height greater than four storeys, facades shall include a defined base, middle and top for the building.
- The base or lower levels of the building incorporate scaling, articulation, materiality and detailing that reflect the scale, character and function of the public realm and Street Interface Typology.
- The façade includes design elements that relate to key datum lines of adjacent buildings through upper-level setbacks, parapets, cornices, awnings or colonnade heights.
- Where provided, signage is integrated into the façade design and is consistent with the Street Interface Typology character.
- Where a boundary wall to the side or rear of the development is visible from the street, the boundary wall is finished to a standard that complements the streetscape.

**AO5.6.2** In addition to AO5.6.1:

- For development fronting Urban Avenues:
  - Building services fixtures should not be located on facades adjacent to Urban Avenues. Where a safety or regulatory need requires a building service fixture to be located on a façade adjacent to an Urban Avenue, the fixture/s shall be integrated into the design of the façade and not be visually intrusive from the public realm.
  - Development fronting Urban Avenues includes continuous awnings that:
    - define and provide weather protection to entries;
    - are integrated into the façade design;
    - are consistent with the streetscape character;
    - provide a minimum 3.0m clearance and maximum 4.7m clearance above the footpath; and
    - are located at least 600mm from the adjacent kerbface.
  - Podium-level facades contribute to the Urban Avenue streetscape character through a combination of design features such as:
    - Breaking the frontage into smaller vertical sections with subtle variation in design treatment;
    - Sleeving large floorplate uses and ground-floor foyers for upper-level development with fine grain uses;
    - Pedestrian entrances located at least every 15m;

### Acceptable Outcomes Continued.

- D. Large expanses of glass are avoided through interspersing windows with other façade design elements;
  - E. Commercial tenancies to have direct frontage and sense of address to the street boundary; and
  - F. Seating, hatch windows or similar design features that open the building to the public realm.
- iv. Car parking areas are to be sleeved with active uses or located below the ground level or above the second floor so as not to be visible from the façade.
- v. Where Single Houses, Grouped Dwellings or large-floorplate Non-Residential developments face Urban Avenues, facades are designed to integrate with a fine-grain mixed-use streetscape character.

AND/OR

- b. For development fronting Great Eastern Highway:
- i. Development fronting Highways includes awnings or other architectural or landscaping elements that:
    - A. define and provide weather protection to entries;
    - B. are integrated into the façade design;
    - C. are consistent with the streetscape character; and
    - D. are wholly contained within the development site.
  - ii. Car parking areas are sleeved with active uses or located below ground level or above the second floor so as not to be visible from the façade.

AND/OR

- c. For development fronting Live/Work Streets:
- i. Podium-level facades contribute to the Live/Work Street streetscape character through a combination of design features such as:

### Acceptable Outcomes Continued

- A. Breaking the frontage into smaller vertical sections with subtle variation in design treatment;
  - B. Sleeving large floorplate uses with fine grain uses;
  - C. Pedestrian entrances are located at least every 15m;
  - D. Large expanses of glass are avoided through interspersing windows with other façade design elements;
  - E. 'Terrace' presentation of dwellings to the street, with each dwelling fronting the street to have a distinct entrance; and
- ii. Car parking areas are sleeved with active uses or located below ground level or above the second floor so as not to be visible from the façade.

AND/OR

- d. For development fronting Laneways:
- i. Podium-level facades contribute to the Laneway streetscape character and incorporate design features that enhance surveillance and pedestrian safety, and minimise the visual dominance of car parking areas.
  - ii. Car Parking facilities may be located at ground-level of development facing Laneways, provided the parking area is not wider than 50% of the frontage to the Laneway or is sleeved with active or habitable spaces that obscure views of the parking area from the Laneway.
  - iii. No more than one vehicle access point per frontage servicing a development, unless required for infrastructure servicing or emergency management.

*"An example of character being retained and celebrated in a new multiple dwelling development"*

## 5.7 Laneway Widening and Laneway Design Areas

### RELATIONSHIP WITH STATE PLANNING POLICY 7.3 RESIDENTIAL DESIGN CODES AND TPS1 PRECINCT PLAN

| LPP DESIGN ELEMENT                            | DEVELOPMENT STANDARDS IN TPS1 PRECINCT PLAN | DEVELOPMENT TYPE                    | SPP7.3 REFERENCE | RETAINED | REPLACED |
|---|---|-------------------------------------|------------------|----------|----------|
| 5.7 Laneway Widening and Laneway Design Areas | N/A   | Single Houses and Grouped Dwellings | N/A              | N/A      | N/A      |
|   |   | Multiple Dwellings                  | N/A              | N/A      | N/A      |



*"Use of material variation, setbacks, strategically placed outdoor living areas and major openings invigorate the laneway facades"*

### Acceptable Outcome

**AO5.7.1** Development of sites with frontage/s to an adjacent laneway or right of way should be carried out in a manner that makes provision for the adjacent laneway or right of way to be widened to achieve a minimum ultimate width of 7.0m. This is to be achieved by the incremental development and subdivision of sites adjacent to laneways over time by:

- Development being setback in accordance with AO 5.3.1 to allow the ultimate 7.0m width to be achieved (i.e. if an existing laneway is 5.0m wide, all new development either side of the laneway should be setback a minimum 1.0m from the existing laneway boundary. If land on the opposite side of the laneway to the development site has been redeveloped, and the laneway is now 6.0m in width, the new development should be setback a minimum 1.0m to accommodate the ultimate 7.0m width); and
- The resultant ground floor setback area of the development to a laneway, up to 4.5m above ground level being provided as an easement in gross to the Town as a condition of any development approval; and
- Development occurring in accordance with an approved Local Development Plan or as otherwise specified by the subsequent Acceptable Outcomes under this part for development located within a Laneway Design Area identified in Figure 4.

**AO5.7.2** For sites located within Laneway Design Area 1 of Figure 4, vehicle access points may be located on a Live/Work Street where in accordance with an approved Local Development Plan that:

- Demonstrates how vehicle access points and car parking will be located and designed so as to achieve the street interface typology objectives and prevent movement conflict on all adjacent street and laneway frontages;
- Limits vehicle access to a maximum of one access point per 50m of Live/Work Street frontage;
- Limits vehicle access points to a maximum of one access point per site;



*"A wall mural combined with feature cladding creates visual interest and character for the laneway frontage."*



### Acceptable Outcomes Continued

- d. Provides for each site to have access to a laneway turnaround area, laneway extension, internal turnaround area or other design solution to facilitate heavy rigid vehicles and waste collection trucks servicing and departing sites in forward gear;
- e. Demonstrates consistency with Acceptable Outcomes A3.8.2, A3.8.3, A3.8.4, A3.8.5, A3.8.6 and A3.8.7 of R-Codes – Volume 2.

**AO5.7.3** For sites located within Laneway Design Area 2 of Figure 4, all vehicle access points are located in accordance with an approved Local Development Plan that:

- a. Demonstrates how vehicle access points and car parking will be located and designed so as to achieve the street interface typology objectives and prevent movement conflict on all adjacent street and laneway frontages;
- b. Demonstrates how development siting, car parking and vehicle access points will interact with the adjacent Stiles-Griffiths Reserve and proposed "plaza lane";
- c. Limits vehicle access to a maximum of one access point per 50m of any adjacent street frontage;
- d. Limits vehicle access points to a maximum of one access point per site; and
- e. Demonstrates consistency with Acceptable Outcomes A3.8.2, A3.8.3, A3.8.4, A3.8.5, A3.8.6 and A3.8.7 of State Planning Policy 7.3 Residential Design Codes Volume 2.

**AO5.7.4** For sites within Laneway Design Area 3 of Figure 4:

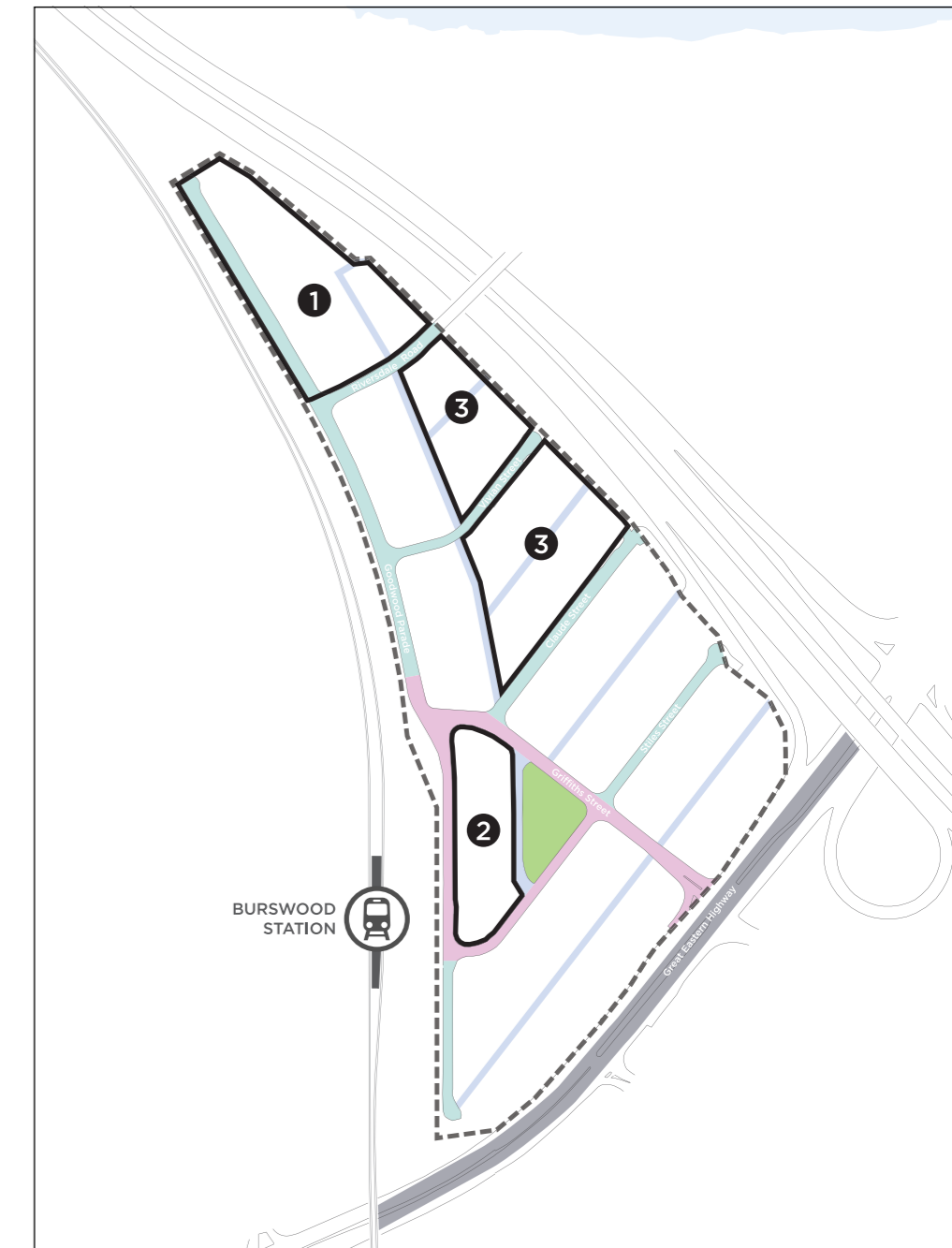
- a. Development provides an internal turnaround area, accessible from the laneway, and suitable for use by a heavy rigid vehicles and waste collection trucks. The internal turnaround area may be a temporary arrangement

### Acceptable Outcomes Continued

- where, in the opinion of the Local Government, it is reasonable that future development abutting the Laneway will provide land for a permanent turnaround area; or
- b. Where the site abuts the terminating end of a Laneway, through access is provided to a gazetted road, or a turnaround area is provided to a standard suitable for heavy rigid vehicles and waste collection trucks. Such turn around area or through access is to be subject to an easement in gross to the benefit of the Town, or is to be provided free of cost as a condition of development approval.
- c. Where land is provided to facilitate a permanent turnaround or through access at the terminating end of a laneway, the development may incorporate additional plot ratio and height in accordance with Part 6 of this Policy.

**AO5.7.5** Where a site is to be developed in accordance with a Local Development Plan under this part:

- a. In the case of Transitional Development, the Local Government may approve the development in the absence of a Local Development Plan where the development does not prejudice the future character or utility of the Laneway, or attainment of the specific outcomes in AO5.7.1, AO5.7.2 and AO5.7.3; or
- a. In the case of all other development, consistency with a Local Development Plan that has been approved by the Local Government shall be demonstrated at the time of lodging a Development Application.



**Figure 4:** Laneway Design Areas for the Burswood Station East Precinct

## 5.8 On-site Car Parking and Loading Bays

### RELATIONSHIP WITH STATE PLANNING POLICY 7.3 RESIDENTIAL DESIGN CODES AND TPS1 PRECINCT PLAN

| LPP DESIGN ELEMENT  | DEVELOPMENT STANDARDS IN TPS1 PRECINCT PLAN | DEVELOPMENT TYPE                    | SPP7.3 REFERENCE                    | RETAINED | REPLACED |
|---|---|-------------------------------------|-------------------------------------|----------|----------|
| 5.8.1 Maximum on-site car parking                             | 3. Car Parking                              | Single Houses and Grouped Dwellings | N/A                                 | N/A      | N/A      |
|   |   | Multiple Dwellings                  | Vol. 2, 3.9 Car and Bicycle Parking | A3.9.3   | Nil      |
| 5.8.2 Loading Bays  | N/A   | Single Houses and Grouped Dwellings | N/A                                 | N/A      | N/A      |
|   |   | Multiple Dwellings                  | N/A                                 | N/A      | N/A      |
| 5.8.4 Minimum on-site car parking for Residential Development | N/A   | Single Houses and Grouped Dwellings | Vol. 1, 5.3.3 Parking               | C3.1     | Nil      |
|   |   | Multiple Dwellings                  | Vol. 2, 3.9 Car and Bicycle Parking | A3.9.1   | Nil      |

### Acceptable Outcomes

**AO5.8.1** Provision of on-site car parking bays for any development shall not exceed the maximum car parking ratio permitted under the Precinct Plan, being 0.06 bays per m<sup>2</sup> of the parent lot area.

**AO5.8.2** All Development that provides twelve or more dwellings, and/or includes a Non-Residential component, is to provide loading bays:

- At a rate that the developer can demonstrate is suitable for the proposed development format and uses;
- That are clearly marked as loading bays, available for use by all tenancies, and appropriately located for the intended use;
- That are wholly located within the lot and designed so that vehicles using the bays can enter and exit the site safely;
- Designed for use by a heavy rigid vehicle where the development includes a commercial component; and
- Are not counted towards the maximum car parking ratio provided under the Precinct Plan.

**AO5.8.3** With the exception of loading bays, the Non-Residential component of any development is not subject to a minimum on-site car parking requirement and is not required to comply with the minimums outlined in Local Planning Policy 23 'Car Parking'.

**AO5.8.4** Provision of on-site car parking for Residential development should be provided in accordance with the relevant provisions of SPP 7.3 Residential Design Codes WA – Volumes 1 or 2 (as applicable), subject to the maximum car parking ratio provided under the Precinct Plan and as otherwise varied by the Scheme.

## 5.9 Development Format and Transitional Development

### RELATIONSHIP WITH STATE PLANNING POLICY 7.3 RESIDENTIAL DESIGN CODES AND TPS1 PRECINCT PLAN

| LPP DESIGN ELEMENT                                  | DEVELOPMENT STANDARDS IN TPS1 PRECINCT PLAN | DEVELOPMENT TYPE                    | SPP7.3 REFERENCE | RETAINED | REPLACED |
|---|---|-------------------------------------|------------------|----------|----------|
| 5.9 Development Format and Transitional Development | N/A   | Single Houses and Grouped Dwellings | N/A              | N/A      | N/A      |
|   |   | Multiple Dwellings                  | N/A              | N/A      | N/A      |

### Acceptable Outcomes

**AO5.9.1** Developments with no residential component considered where the design of upper-level development achieves the solar access, ventilation and visual privacy objectives of the R-Codes Volume 2 as if the development was subject to that Policy. For Non-Residential development, any active opening is to be assessed as if it were a major opening to a bedroom A.3.8.5, A3.8.6 and A3.8.7 of R-Codes – Volume 2.

**AO5.9.2** Single House and Grouped Dwelling developments considered where:

- a. The building height, setbacks, scale and façade design are consistent with the Streetscape Interface Typology development; and
- b. As part of a broader development concept incorporating Multiple Dwellings, Mixed Use or non-residential tenancies.

**AO5.9.3** Transitional development does not:

- c. create more than 10% additional plot ratio area;
- d. create any additional unacceptable amenity impacts such as excessive noise, odour, heavy vehicle movements or overshadowing; and
- e. remove any active openings overlooking the public realm, or architectural features that enhance the presentation of the building to the public realm.

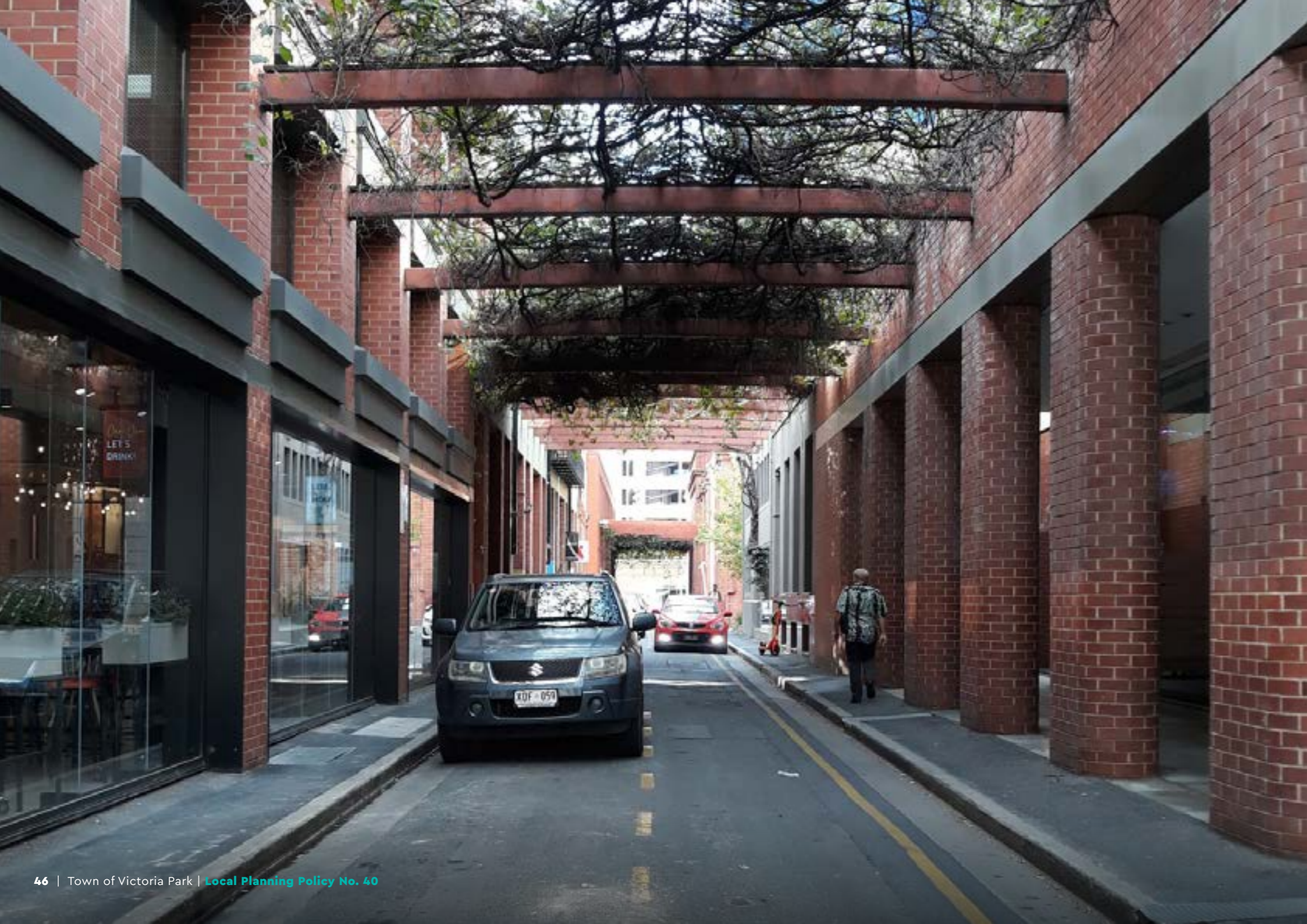
# PART

## Development Incentives for Community Benefit

### 6.1 Guidance on and Limits to the Exercise of Discretion

- 6.1.1 All development shall be consistent with the Statement of Intent and Development Standards for Burswood Station East contained in the TPS1 Precinct Plan; the Objectives for the relevant Street Interface Typology/s in this Local Planning Policy; and the Element Objectives of the R-Codes as appropriate.
- 6.1.2 The Town may, at its discretion, approve development with Building Height and/or Plot Ratio that exceeds the base standards or requirements provided in the Precinct Plan or Part 5 of this Local Planning Policy where:
- The development site area has an area of at least 1,800m<sup>2</sup>; and
  - The development achieves excellent design outcomes (in accordance with State Planning Policy 7.0 Design of the Built Environment) to the satisfaction of the Town, on advice from the Design Review Panel; and
  - The plot ratio does not exceed an absolute maximum of 6.0 and the development height does not exceed an absolute maximum of 22 storeys; and
  - The proposal incorporates on-site waste collection facility/s and servicing arrangements, with no individual bins to be placed on the verge for collection from the street; and
  - The development provides at least one of the benefits listed in Table Two below.





| COMMUNITY BENEFIT  | MAXIMUM ASSOCIATED ADDITIONAL PLOT RATIO ABOVE BASE STANDARDS |
|--|---|
| i. Exceptional activation of a Laneway that significantly enhances the streetscape including: <ul style="list-style-type: none"> <li>Commercial or residential uses at the ground-floor incorporating design features that enhance amenity, activation and surveillance on the laneway for at least 60% of the frontage; and</li> <li>Provision of a public artwork that has a direct impact on the Laneway streetscape and value equivalent to at least 0.5% of the total construction value of the development. The public art is to be provided in accordance with the procedure outlined in Local Planning Policy 29, but is in addition to the base requirement for public artwork laid out in Local Planning Policy 29.</li> </ul>   | 2.0   |
| ii. Where a site is located at the corner of a Laneway and Live/Work Street or Urban Avenue, provision of a landscaped public space adjacent to the truncation including: <ul style="list-style-type: none"> <li>Maintenance of clear sightlines for vehicles;</li> <li>Minimum area of 40m<sup>2</sup>;</li> <li>Provision of an easement in gross over the area to the benefit of the Local Government as a condition of subdivision or development approval;</li> <li>Provision of at least one Medium Tree and water-wise plantings within the area that can be demonstrated to provide a cooling effect; and</li> <li>The developer enters into an agreement with the Local Government as a condition of subdivision or development approval to irrigate and maintain the landscaped public space for the life of the development.</li> </ul> | 0.5   |
| iii. The proposal demonstrates exceptional energy efficient design and exceptional water management and conservation, through meeting or exceeding a 6 Star Design rating under the Green Building Council of Australia Green Star program or equivalent rating system. This is to be demonstrated through submission of either a Green Star certification or qualified consultant's report at the time of applying for development approval.  | 1.0   |
| iv. The proposal provides rooftop greening that: <ul style="list-style-type: none"> <li>Has a minimum area equivalent to 25% of the lot area;</li> <li>Facilitates collection, harvesting and storage of water for ongoing irrigation; and</li> <li>Is appropriately designed to support planting of canopy trees that will achieve a minimum canopy cover of 50% of the required greening area.</li> </ul>  | 2.0   |

TABLE TWO: Community Benefit Incentives



- 6.1.3 The Town may also, at its discretion, approve development with Building Height or Plot Ratio that exceeds the base standards or requirements in the TPS 1 Precinct Plan and this Local Planning Policy so long as such variation does not exceed the absolute maximums set out in Table Two, where:
- a. The site abuts the termination of an existing laneway;
  - b. Access through the site is provided from the laneway to a gazetted road or a turnaround area is provided abutting the laneway to a standard suitable for heavy rigid vehicles and waste collection trucks to turn around;
  - c. Such turn around area or through access is to be subject to an easement in gross to the benefit of the Town, and is to be provided free of cost as a condition of development or subdivision approval;
  - d. A deed of agreement is required to be entered into with the Town which provides for the ongoing maintenance of the easement area to the satisfaction of the Town, as a condition of development or subdivision approval;
  - e. The additional plot ratio area sought is not greater than four times the area of land provided subject to an easement in gross;
  - f. The additional height sought is not greater than 2 storeys; and
  - g. The turnaround area or through driveway is appropriate to the needs of all users of the affected laneway, including neighbouring properties and service vehicles, to the satisfaction of the Town.





# Public Open Space

## PART

### 7.1 Public Open Space Provision

7.1.1 The Burswood Station East Precinct requires public open spaces to serve the needs of its future residential community. At the time of the Local Planning Policy being prepared, there are no formally reserved public open spaces within Burswood Station East.

The Western Australia Planning Commission's Development Control Policy 2.3 Public Open Space in Residential Areas broadly requires that 10% of the gross subdivisible area of a conditional subdivision be given up free of cost for public open space. The BSE Precinct is an infill development area with fragmented land ownership, and provision of public open space should be considered on a precinct-scale rather than individual-developer scale.

The Town of Victoria Park Public Open Space Strategy utilises a catchment approach to assess the extent to which residents have access to public open space within a reasonable walkable catchment. The Public Open Space Strategy concludes that:

- a. The BSE Precinct has sufficient access to public open space, based on the assumption that:
  - i. The land known as Stiles-Griffiths Reserve functions as a 'Micro Park'; and
  - ii. The BSE Precinct has access to 'Local Parks', 'Neighbourhood Parks' and 'District Parks' within nearby areas of Burswood;
- b. The Stiles-Griffiths Reserve requires upgrades to meet future needs.

7.1.2 The following strategies are provided to ensure a minimum standard of ongoing public open space provision:

- a. Formally reserve and upgrade the land known as Stiles-Griffiths Reserve for recreation purposes;
- b. Conversion of the land known as Stiles Avenue Sump to a usable space for passive recreation;
- c. Encouraging the provision of 'pocket park' open spaces and rooftop greening, as outlined in Part 6; and
- d. Improvements to streetscapes and public realm to provide safe, pleasant walking and cycling routes to nearby parks.

7.1.3 To ensure a minimum standard provision of public open space for future residents in accordance with this Local Planning Policy and the Town of Victoria Park Public Open Space Strategy, the Town shall request a condition of subdivision approval be applied to subdivision applications consistent with the principles of Development Control Policy 2.3 Public Open Space in Residential Areas. The condition shall require a contribution equivalent to 10% of the gross subdivisible area and in accordance with s.153 of the Planning and Development Act 2005 (as amended).



# Appendices



## Appendix 1

Relationship of Local Planning Policy to State Planning Policy 7.3 Residential Codes



## Appendix 2

Design Concepts for Public Realm Upgrades

