

# Shape Albany Highway

## Concept Design

## Summary Report









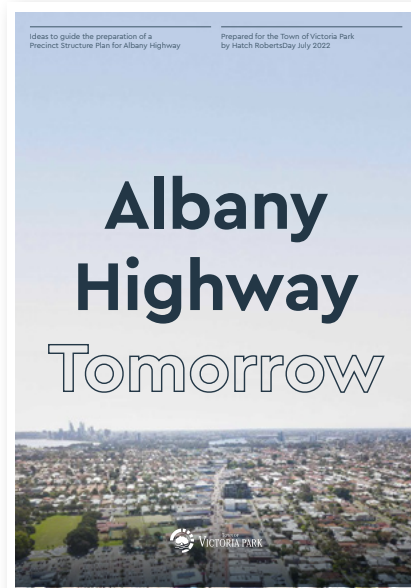
## Shape Albany Highway

Shape Albany Highway is the Town's community engagement campaign that will inform the development of a Precinct Structure Plan and ultimately shape how Albany Highway will grow and change into the future.

A Precinct Structure Plan guides how a place will grow and change into the future. It will set out the future direction of Albany Highway: its buildings and land uses, streets and open spaces, environmental performance, access and transport, and more.

In 2021, we progressed stage 1 of the Shape Albany Highway project, where we heard from a broad range of our community through 320 ideas, 212 surveys and 26 stakeholder interviews. Findings were summarised in two reports, and refined into a set of 18 central ideas.

We have now progressed to Stage 2 Concept Design, and are seeking community feedback.



## Share your views

We are seeking community and landowner feedback on the informing strategies, before they are finalised, to ensure outcomes reflect the agreed vision and priorities established for Albany Highway.

There are several ways to participate and learn more:

- Review this Concept Design Summary Report (and supporting draft strategies)
- Listen to the webinar
- Look out for the listening posts

We encourage you to share your thoughts by completing the Online Survey at [yourthoughts.victoriapark.wa.gov.au/XXX](https://yourthoughts.victoriapark.wa.gov.au/XXX)

More information is available via the YourThoughts Victoria Park.

Any questions can also be directed to [info@vicpark.wa.gov.au](mailto:info@vicpark.wa.gov.au), or call the Town of Victoria Park on 9311 8111.



# Shape Albany Highway – Stage 2

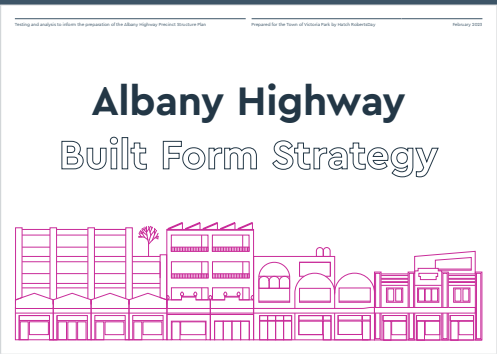
For Stage 2, we appointed a Community Reference Group that was tasked with providing early input into the design and development of a range of conceptual options through participation in a series of focus group sessions and interactive design exercises.

Our technical consultants have also been preparing concept designs and supporting recommendations to address key areas including built form, public realm and mobility and access.

The draft principles and key directions were shared with the Community Reference Group, and their feedback has been incorporated into three draft informing documents.

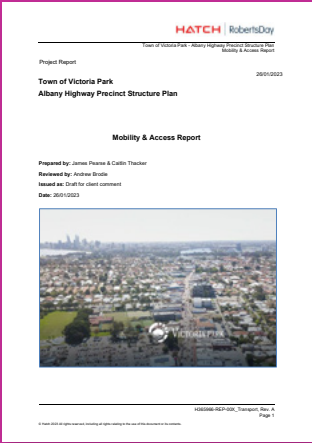
Together, the three reports will underpin the Albany Highway Precinct Structure Plan Report.

Community feedback on these draft strategies will guide and inform the Draft Precinct Structure Plan and the Public Realm Guidelines, which will be released for more community feedback later in the year.



## Draft Built Form Strategy

The Albany Highway 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.



## Draft Transport Strategy

The Mobility and Access Report provides evidence and context for the various recommendations pertaining to transport. It includes an overview of the existing situation in terms of traffic, public transport and active transport; and how planned infrastructure upgrades are likely to influence how people move to/from and through the Albany Highway Activity Corridor.



## Draft Public Realm Strategy

The purpose of the Public Realm Strategy is to provide a high level guide on the design of the streets and open spaces within the Albany Highway Precinct. It includes detailed recommendations to shape public realm enhancements, including streetscape and major space typologies, public park improvements, planting, materiality and other supporting landscape strategies. It will be implemented in Public Realm Guidelines to be prepared in the next phase of the project.



# Introduction

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 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.

Albany Highway Tomorrow



Urban Ecology A Sustainable Highway	<div>Idea 1 Establish the Highway as a Low Carbon Leader</div> <div>Idea 2 Increase Albany Highway's Biodiversity</div> <div>Idea 3 Recognise Aboriginal Connection to Country</div>	Movement A Connected Highway	<div>Idea 10 Improve Walking, Cycling and Transit Infrastructure</div> <div>Idea 11 Reduce the Negative Impacts of Vehicle Traffic</div> <div>Idea 12 Rethink Parking Supply and Management</div>
Urban Structure A Fine-Grain Highway	<div>Idea 4 Focus Growth and Change within Major Sites</div> <div>Idea 5 Integrate Adjoining Streets and Station Precincts</div> <div>Idea 6 Transform the Gateway to Victoria Park</div>	Land Use A Diverse Highway	<div>Idea 13 Increase Commercial Floorspace and Employment</div> <div>Idea 14 Preserve Major Drivers of Employment and Visitation</div> <div>Idea 15 Incentivise new Creative and Nighttime Uses</div>
Public Realm A Pedestrian Highway	<div>Idea 7 Reallocate Highway Space from Cars to People</div> <div>Idea 8 Deliver New Open Spaces within major sites</div> <div>Idea 9 Enhance Surrounding Parks and Streets</div>	Built Form A Distinctive Highway	<div>Idea 16 Create Areas of Unique Place Character</div> <div>Idea 17 Develop New Height and Density Controls</div> <div>Idea 18 Promote Vibrant Streetfronts and Public Life</div>



## Priority Considerations

Based on engagement findings in 2021, and Community Reference Group feedback, a range of priority considerations were identified.

A technical review of recently approved developments was undertaken alongside a review of exemplar development projects elsewhere, in order to identify priority reforms to Albany Highway's existing built form framework. This allowed for site-specific issues to be considered and broader performance issues with current planning provisions to be documented.

These priorities were then mapped against the six design elements of State Planning Policy 7.2 Precinct Design Guidelines (opposite).

A series of built form attributes were also further refined and developed, based on the agreed direction of the Albany Highway Tomorrow report.

The attributes were tested and explored with the Community Reference Group. Priority considerations were captured and reflected into qualitative design objectives and measurable metrics and standards to guide the testing process.

A summary of the built form attributes and supporting principles is summarised on page 7.

These priorities were identified specifically for the Albany Highway Precinct Structure Plan, through early engagement and AHCRG feedback.

### Urban Ecology

- Holistic approach to sustainability needed
- Sump opportunities

### Public Realm

- Prioritising space reallocation / improvements
- Improvements to existing parks

### Movement

- Support for people first approach
- Accommodate cars, but reduce dependency
- Focus on key connections

### Urban Structure

- Combined approach
- Key role of major sites
- Maintain character

### Land Use

- Flexible building typologies
- Strengthen existing nodes
- Localised retail needs

### Built Form

- Guiding principles and timeline key
- Significant heights near City and on major sites
- Sympathetic infill

### Urban Ecology

Ecological functions and natural elements of the urban environment

### Urban Structure

Precinct organisation, scale and pattern of street blocks

### Built Form

Scale, typology and spatial relationships of development

### Public Realm

Public spaces including streets, plazas and regional to local parks

### Land Use

Layout of the precinct's economic, social and civic functions

### Movement

Pedestrian, transit and vehicle connections to and through the precinct

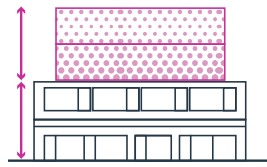




# Built Form Attributes

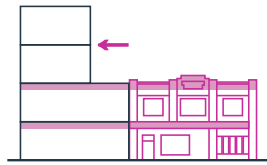
Eight built form attributes were identified and key principles were agreed for each. These principles have shaped and informed the Built Form Strategy.

## 1 Height and Plot Ratio



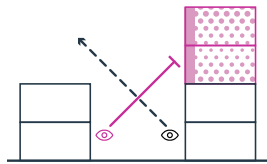
- Protect and reinforce the heritage value of key heritage-listed buildings
- Encourage restoration and adaptive reuse
- Maximise retention and conservation of unlisted contributory fabric (historic shopfronts and parapets in new developments)
- Maintain streetscape grain and character (use appropriate incentives)
- Ensure height and architectural style in adjoining sites is sympathetic in scale and materiality
- Achieve spatial separation between original and new built fabric to maintain heritage integrity

## 2 Heritage Response



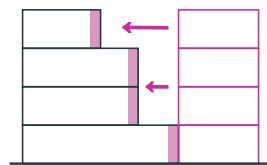
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## 3 Street Wall



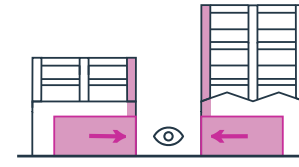
- Contextualise street wall height to the surrounding environment (consider scale and character of existing buildings and spaces)
- Promote variety and interest through differing street wall heights along the Highway
- Ensure consistency and coherence within precincts and at points of transition
- Establish consistent front setback requirements above street wall height
- Ensure differentiation between the street wall and upper building elements

## 4 Upper Level Setbacks



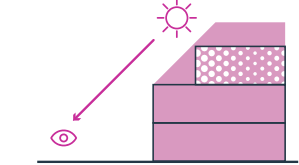
- Encourage side setbacks to mitigate the perceived bulk of additional height (where additional height is to be permitted)
- Maintain daylight penetration and ventilation between upper building levels (where lot width permits)
- Minimise internally oriented dwellings to support good ventilation and outlook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

## 5 Street Interface



- Identify strategic key 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 (i.e. office space, creative studios, light industrial units and community services)
- Ensure ground floor design is efficient and high quality, to maximise available floorspace for commercial tenancies and the use of high quality materials
- Promote activation of laneways with commercial and residential uses alongside servicing

## 6 Solar Access



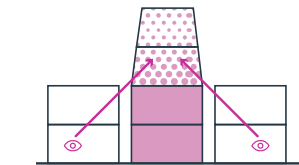
- Balance overshadowing with development viability and the achievement of critical mass
- Protect important open spaces and key sections of Albany Highway from overshadowing
- Understand the potential impact when shadows are at their longest and most impactful (adopt the September Solstice (22 June) as the measure)
- Adopt a reasonable approach to overshadowing impact (preserve a minimum of 5 hours of uninterrupted access)

## 7 Scale Transition



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

## 8 Major Sites



- Promote greater height where it adds diversity and visual appeal
- Deliver significant community benefit and public amenity, 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 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.



# Scenario Exploration

## Scenario Testing and Refinement

Three built form scenarios were developed and evaluated to arrive at the draft directions outlined in the Built Form Strategy.

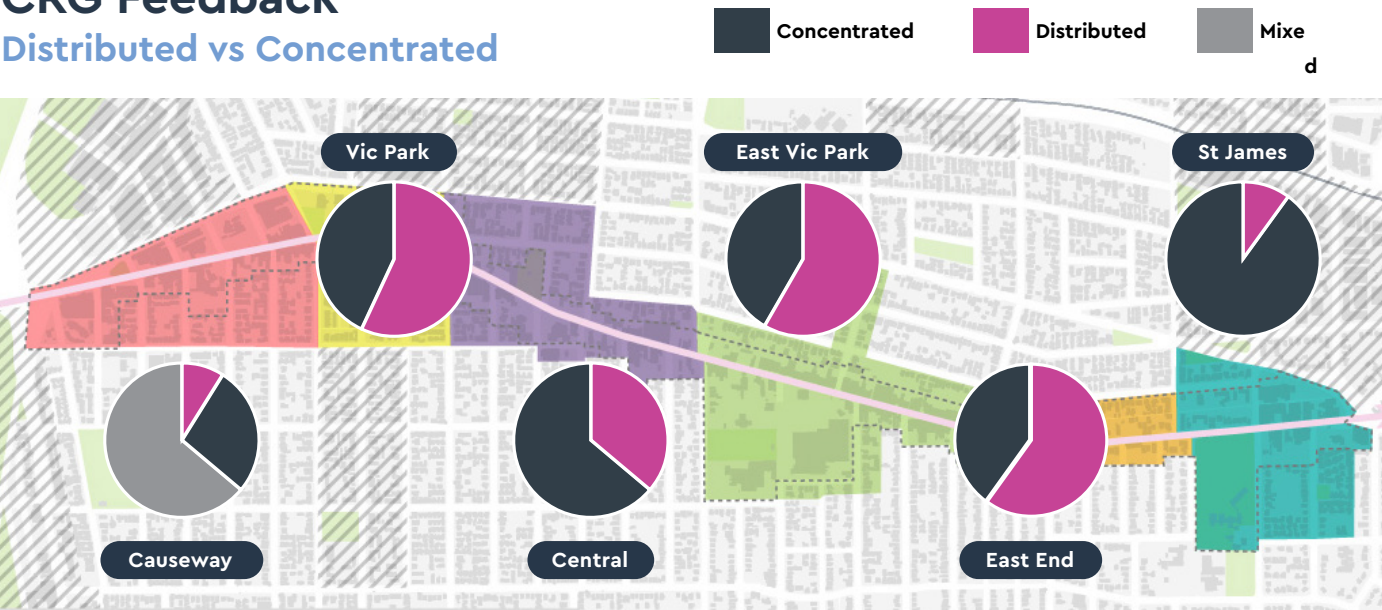
The process commenced with two scenarios that explored **distributed** and **concentrated growth models**. Through consultation and review alongside the Community Reference Group, a third **combined scenario** was developed which incorporated varying elements of each.

The **combined scenario**, is predicated on testing concentrated future growth within a limited number of sites, and a distributed scenario, based on distributed growth at a lower intensity over a wider area. Ultimately, the combined scenario is a direct reflection of AHCRG feedback, and technical market and economic advice.

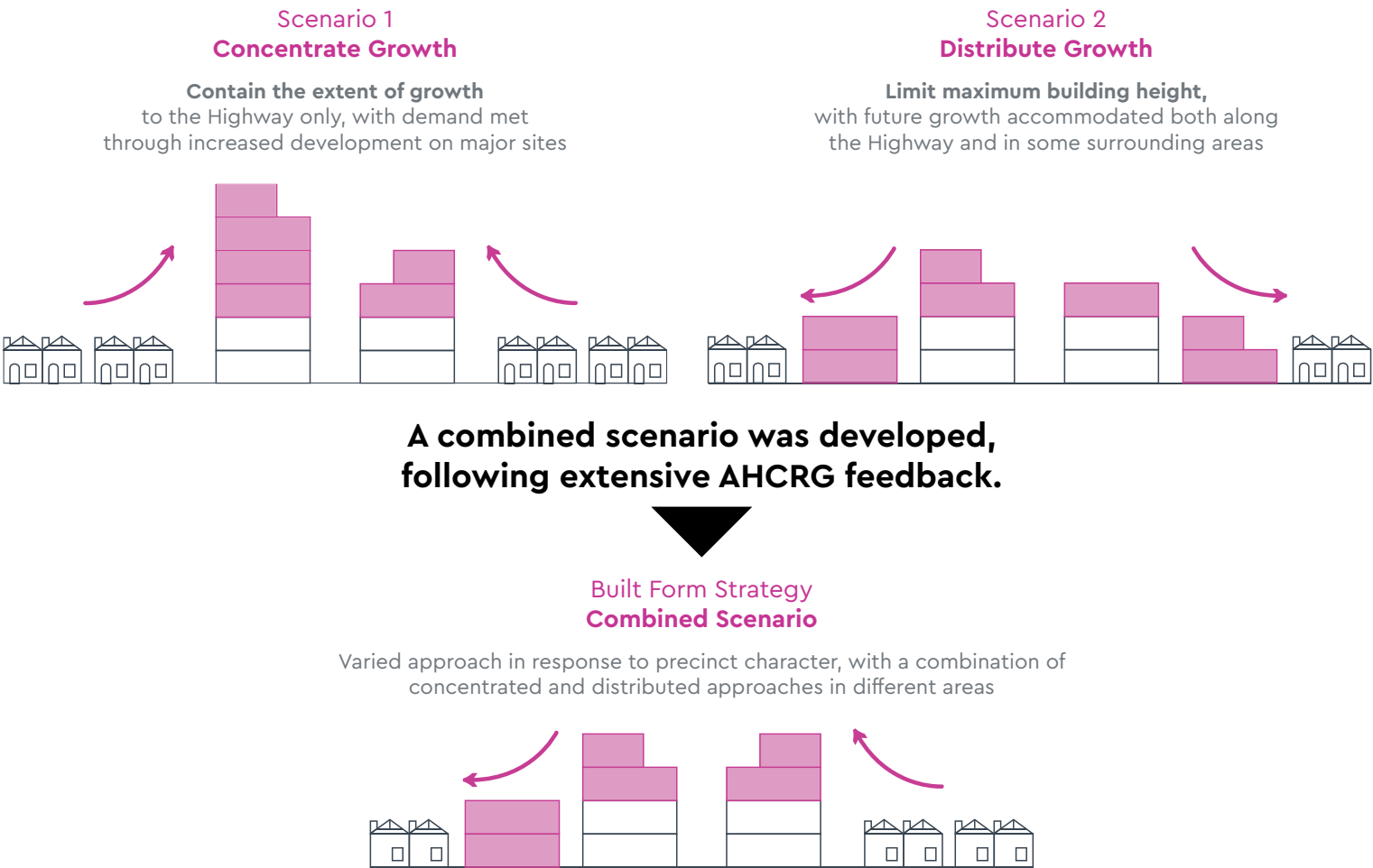
Key issues which were raised and addressed by the Community Reference Group and specifically informed the combined scenario approach included solar access, sensitive neighbourhood transition to new development, street activity and vibrancy, retail floorspace and development viability. Priorities are summarised opposite.

## CRG Feedback

### Distributed vs Concentrated



The diagram above illustrates the distribution of preferences for each scenario via precinct, as determined by the Community Reference Group.



The Community Reference Group gave extensive feedback on the Scenario Refinement process. A summary of the priority focus areas included:

- Address local priorities (such as a lack of suitable housing for young people)
- Prioritise economic drivers for Albany highway (i.e. retail and employment over residential growth)
- Maintain a humble and comfortable character
- Ensure fairness and equity for both communities and developers

- Determine whether benefits and growth impacts should be distributed widely or limited in scope
- Understand how development transitions to surrounding neighborhoods
- Practical and transparent mechanisms are important
- Ensure additional height delivers meaningful benefits (such as more greenspace)
- Prioritise culture, art, indigenous heritage and public realm improvements

# Scenario Exploration

## Solar Access and Overshadowing

Solar access and overshadowing impacts were tested and assessed for each growth scenario.

### Design Strategy

- Prioritise protection of key street segments and public open spaces from overshadowing
- Ensure residential lots are not overshadowed in line with DesignWA 30% rule

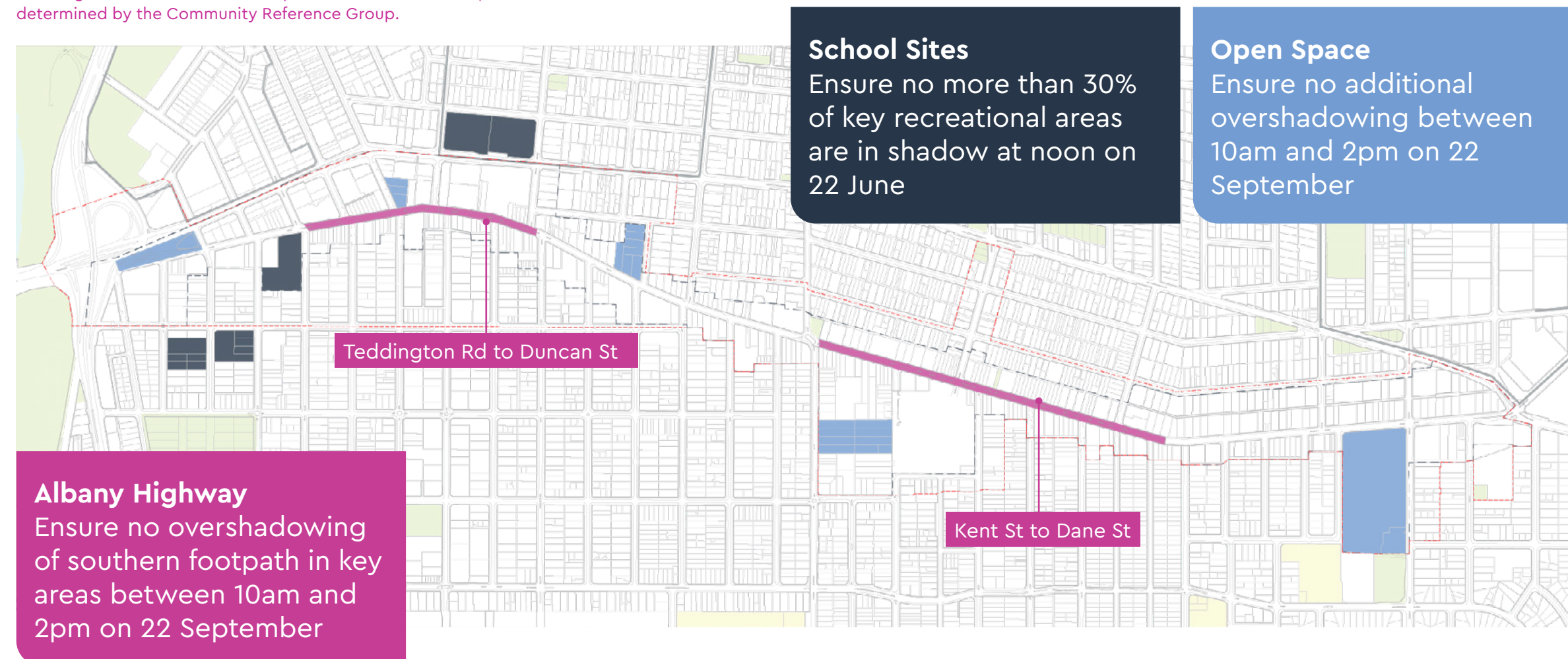
### Informed By

- Modelling of shadowing and visual impact to neighbouring properties
- Testing of achievable building envelope to ensure viable apartment depth
- Assessment against DesignWA to ensure equal or better performance

The Community Reference Group provided feedback on solar access and overshadowing. A summary of the priorities included:

- Ensuring a 'soft' transition
- Concerns about 'problematic' transition between concentrated redevelopment sites and single residential
- Ensuring sensitive development in precinct frame

The diagram below illustrates the priorities for solar access, as determined by the Community Reference Group.





# Major Sites

The area benefits from several large, consolidated land holdings, which are well placed to accommodate the majority of future growth. Concentrating growth within major sites allows for highly sensitive built form responses to Heritage Places and Contributory Frontage locations. The Albany Highway Tomorrow report identified the need to focus growth and change within these major sites.

Specific controls will be required to ensure these sites contribute value to the Highway and enhance its distinctive character, while also accommodating significant development that delivers new amenities and community priorities.

Major site provisions will achieve the following outcomes:

- Promote greater development height where this adds diversity, visual appeal, and a memorable

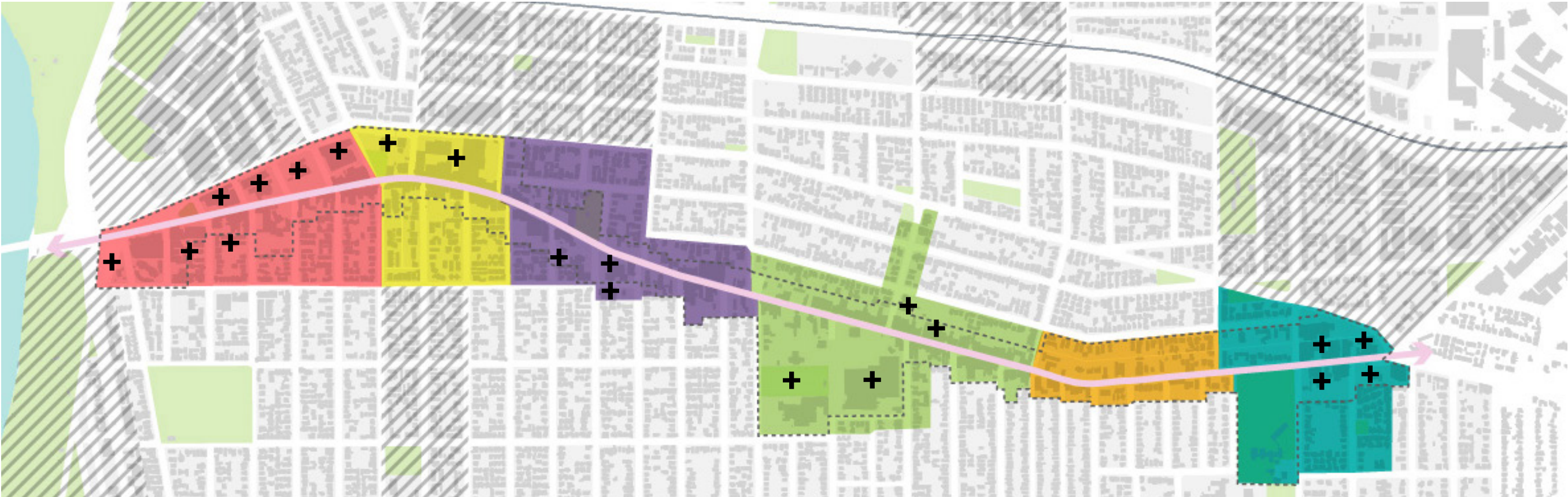
sense of place to the Highway

- 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
- Enable growth while retaining the character of

Heritage Places and Contributory Frontages. Contributory Frontages are groupings of buildings in one location which collectively contribute to the character of the street, such as the fine-grain shopfronts concentrated within the Victoria Park and East Victoria Park town centres.

- Require the preparation of Local Development Plans to establish detailed and separate controls to 'typical' sites, due to their complexity and importance to realising the vision for Albany Highway.

Several major sites were identified at the outset, with additional sites identified through engagement and scenario testing with the Community Reference Group.



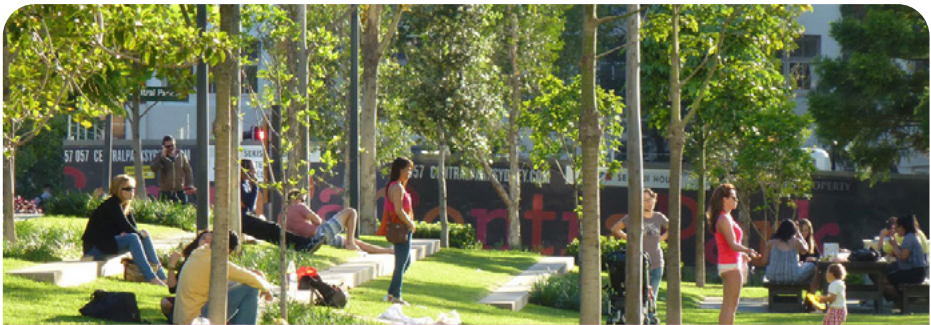
Identified Major Sites approximate locations

TPS1 Precinct Boundary      Major Sites



# 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.



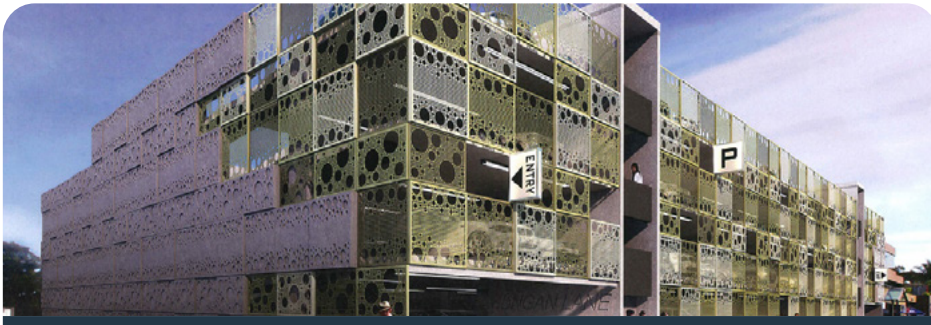
3. Open Space



4. Design Excellence



2. New Connections



Public Parking



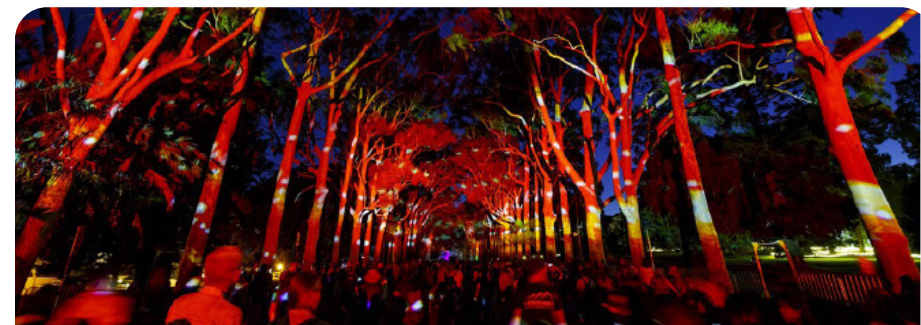
Affordable Housing



5. Community Infrastructure



1. Streetscape Upgrades



Activation + Events



Arts + Culture



# Built Form Strategy

A Built Form Strategy has been prepared as a key input into the Albany Highway Precinct Structure Plan (PSP). The PSP will ultimately include specific planning controls that regulate building design, size and location.

The Built Form Strategy outlines specific proposals for how development should occur on Albany Highway in the years to come.

The Strategy proposes an increase in Albany Highway's maximum development capacity through greater building height and plot ratio. This change creates capacity to increase the number of dwellings and amount of employment-generating floorspace within the area, 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. Based on recent market advice, a significant increase in the rate of development and supply of new dwellings within the centre is considered unlikely over the short term, irrespective of changes made to the planning framework.



## Why Change?

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

Key issues with current built form controls for the Highway include:

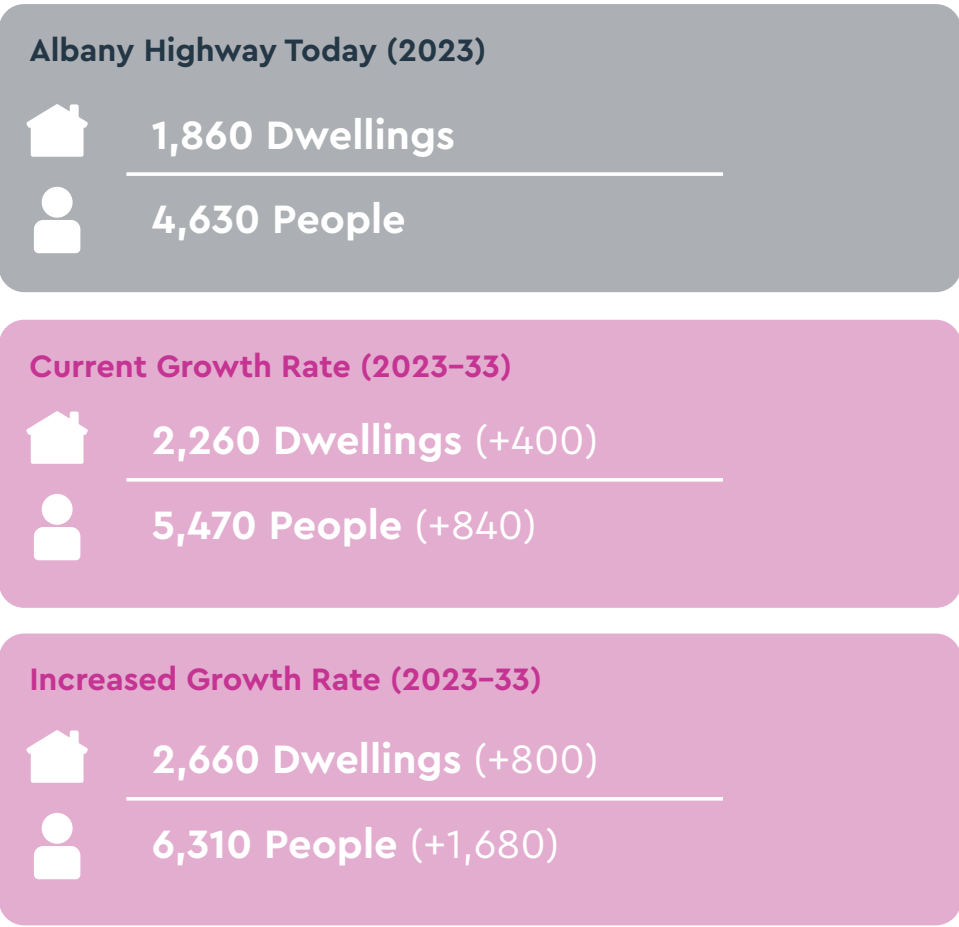
- No specific sustainability standards or community benefit requirements for new development
- Current building heights allow tallest development in constrained areas, overshadowing key public spaces
- Restrictions on major sites limit opportunities for renewal and 'critical mass' of population
- Uniform 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 growth of local employment

## Future Growth Scenarios

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.

Two growth scenarios were developed to provide insight into the potential development outcomes. These growth scenarios suggest that the Built Form Strategy will likely result in 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.





# St James

- St James will undergo significant transformation, emerging as
- Perth's eastern gateway
  - Lively community services centre with everyday essentials
  - Pedestrian-friendly public spaces
  - New mixed-use development, boosting housing supply
  - 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 through 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

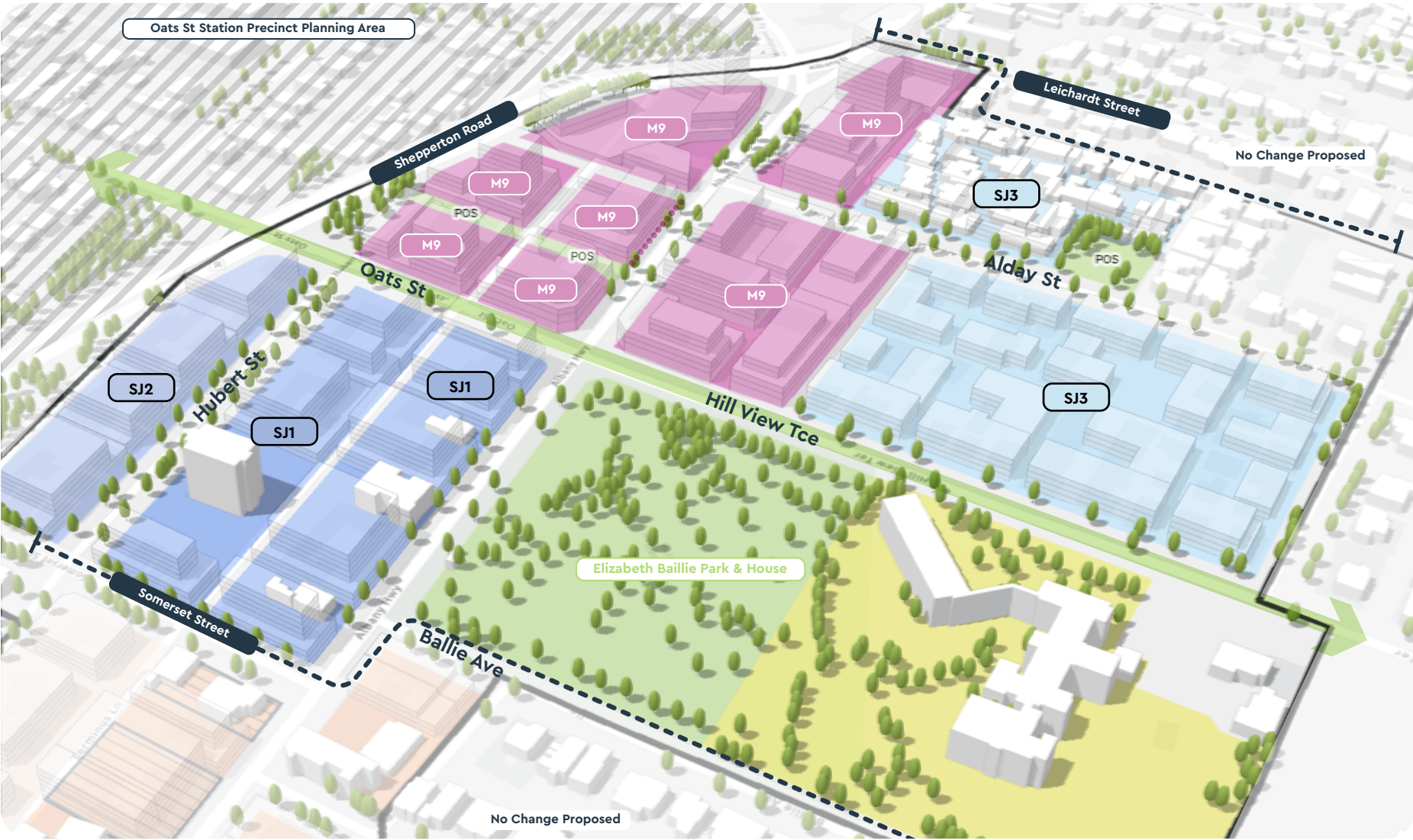


Built form in this precinct is contemplated to be predominantly low rise along the Highway, limited to 4-6 storeys with new development setback from contributory character shopfronts and heritage sites to preserve their integrity into the future. Lower scale development of up to 5 storeys is contemplated 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.



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





East End

The East End will bridge the divide between East Victoria Park and St James. It will include 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, modernized 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.



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





# East Victoria Park

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.



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	Up to 10 Storeys	Up to 18 Storeys	Up to 8 Storeys
TPS 1 Current Height	2–3 Storeys	3 Storeys	3 Storeys	3 Storeys	2 Storeys	3 Storeys	3 Storeys	3 Storeys





Central

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.

Reid 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 non-retail employment floorspace and the introduction of affordable creative and cultural space. Affordable housing is another contemplated public benefit priority for this area.



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. 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	Up to 16 Storeys
TPS 1 Current Height	3 Storeys	3 Storeys	2 Storeys	2 Storeys	3 Storeys





# Victoria Park

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 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 Shepparton Highway 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.



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 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 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	Up to 22 Storeys	Up to 22 Storeys
TPS 1 Current Height	3-5 Storeys	3 Storeys	3 Storeys	12 Storeys	8 Storeys






# Causeway Precinct

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.



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	Up to 12 Storeys	Up to 22 Storeys	Up to 32 Storeys
TPS 1 Current Height	3 Storeys	3 Storeys	3 Storeys	–	2 Storeys	6 Storeys





Overall Comparison





# Streetscape Typologies

Albany Highway is dominated by cars for the majority of its length, and does not provide a positive pedestrian and cyclist environment.

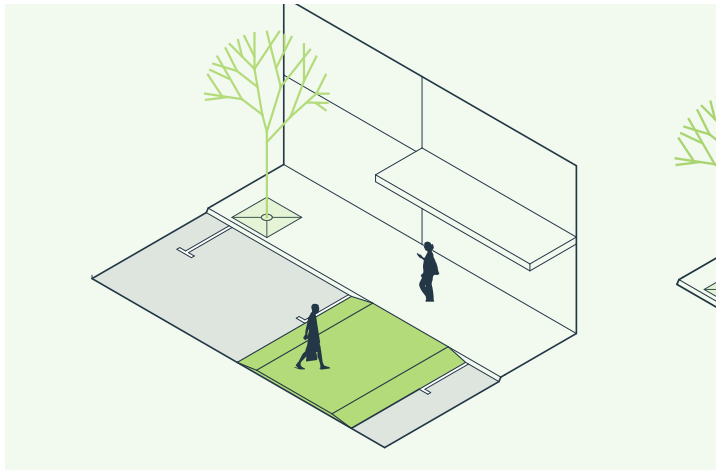
The Town's goal, which was supported through Stage 1 community engagement, is to make Albany Highway more pedestrian and cycle friendly, giving more space to people, landscape and biodiversity. This will enable longer and more frequent visits to the area, by locals and visitors, and support local businesses.

The Public Realm Strategy features a series of typologies that have been extracted from global best practice examples of giving space back to people and the environment.

This multi-faceted approach to public realm improvements will provide opportunities for a range of scale intervention approaches, ensuring diversity and opportunities in the delivery of the typologies.

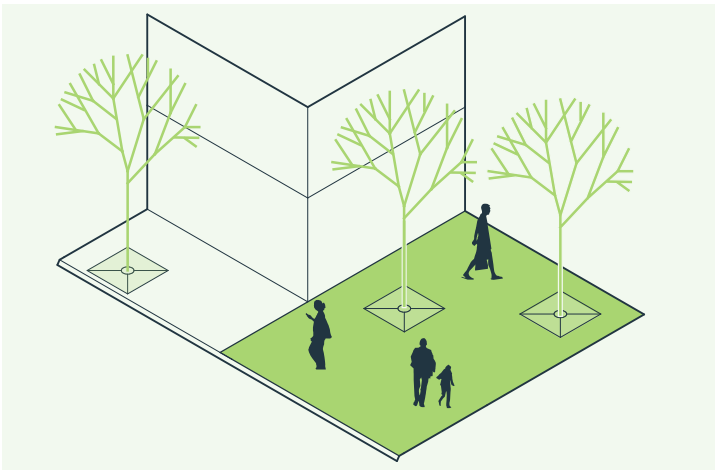
The Albany Highway Public Realm Strategy includes a detailed overview of these typologies, location criteria and an illustrative example of how the typologies might be applied, in different areas over time.

## TRAFFIC CALMING



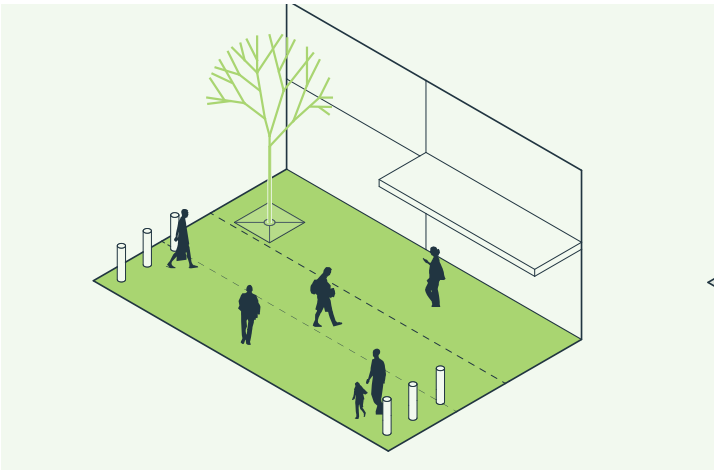
Multiple interventions including corner extensions, speed deterrents, traffic filters, chicanes and raised crossings/intersections at targeted locations

## CORNER CONVERSION



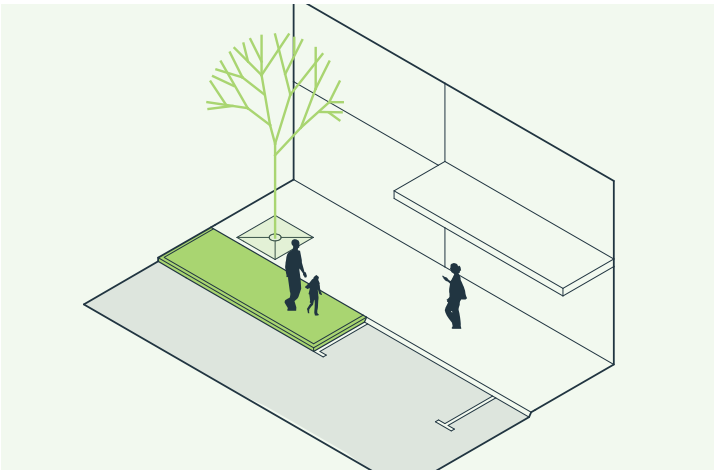
Re-purposing side street intersections from Albany Highway for planting, seating and usable public space at varied scale

## SHARED SPACE



Seamless shared road environments across the Highway in key locations at varied scale (permanent/temp), supporting event-based pedestrianisation

## KERB EXTENSION



Conversion of on-street parking spaces into alfresco, gardens and planting areas for activation, tree canopy and biodiversity



# Public Space Typologies

A core focus is to create and deliver new open spaces within major sites.

In considering this, four general open space typologies have been developed which will be the focus of future open space provision along and surrounding Albany Highway. These typologies have been designed to be applied to numerous locations within different precincts and character areas.

The Public Realm Strategy includes Public Space Principles, detailed recommendations and locational examples.

The report also includes a series of typologies to unlock opportunities within existing drainage sumps, to investigate additional potential open space and biodiversity opportunities.

## Public Space Principles

- Incorporate Power of 10 Principles (more than 10 things to do in the space – including at night)
- Provide a varied and scaled approach, based on the context, adjacent land uses and site conditions
- Ensure universal access is maintained and enhanced through design and materiality
- Contribute to the Urban Forest Strategy
- Engaging and interactive public realm
- Incorporate playable infrastructure for all ages play
- A ratio of hardscape and softscape to ensure the flexibility
- Incorporate Crime Prevention Through Environmental Design (CPTED) principles
- Integrate into the existing or new developments as much as possible to create welcoming spaces
- Provide feature elements (lighting, furniture, paving, planting, bike parking etc.) in key locations
- Experiment with levels to enhance interest and spatial variation
- Promote activation day and night,
- Reduce urban heat island (UHI) impacts by converting unnecessary paved areas into softscape
- Enhanced connections to the river and foreshore
- Bird nesting boxes and hollows to support endemic bird life and black cockatoo habitat

### PLAZA



A curated mix of hard and softscape spaces framed by active ground floor uses and civic buildings.

### GREEN



Green and leafy spaces which cater for a wide range of uses and enhancing the connection to nature..

### LANEWAY



Narrow, vibrant and active spaces which are framed by built form and ground floor consisting of pedestrian supporting uses.

### MICRO-PARK



Small, intimate areas of open or green space that can be enjoyed by local residents.



## Ecology / Connection to Country

Enhancing Albany Highway's biodiversity and urban ecosystems by increasing tree canopy, plant/tree diversity, urban farming, softscape and water sensitive urban design was another important priority, according to the community feedback.

The Albany Highway Today Report highlighted that only 12% of street trees are WA native / endemic, whilst 25% are eastern states natives. The Town's Urban Forest Strategy (UFS) commits to providing a 20% tree canopy to the total land area within the Town of Victoria Park. According to the Town's estimate, at least 256,000 additional trees are required. The Albany Highway Precinct will be an important area of focus for the Town to deliver on this target.

We also heard that recognising Aboriginal Connection to Country, should be an integral part of future landscaping and interpretation. Albany Highway, also known as Waarkarl Woonya Bidi\*, will feature a range of interventions which reflect the sites history and stories through artistic and delicate detailing.

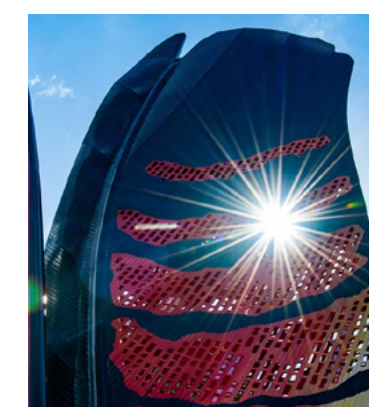
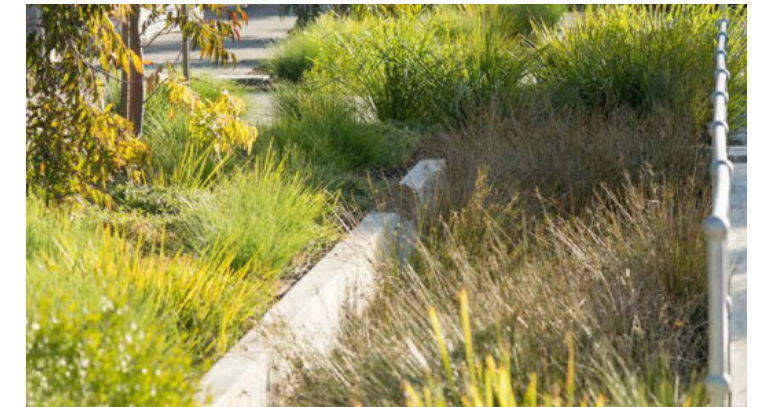
The strategy includes several precedent design ideas. Future interventions will require consultation with local elders and communities for specific relevance to the local area and surrounds, to ensure they are place and country appropriate.

The underlying principles of the landscaping strategies are:

- Improve tree diversity, with a focus on providing local endemic species and Western Australian native species that support local wildlife
- Provide conditions that encourage a healthy and resilient urban ecology through community engagement, stewardship and species selection, so that it can adapt to the stresses of urban environments
- Improve permeability in surfaces to allow water penetration and reduce drought, UHI and compaction stress
- Align with community consultation outcomes, which indicate a preference for increasing tree canopy coverage, diversity in planting species (native / endemic) and strategic selection of species beyond feature/ornamental planting

The Waarkarl Woonya Bidi is the route between Derbarl Yerrigan (Swan River) in Boorlo (Perth) and Kalgan Beelie (River) in Kalingiri (Albany). Named in honour of the Waarkarl serpent, who created the rivers, hills and valleys in the Dreamtime. It begins in Whadjuk country, passes through Balardong, Wiilman and Kaneag country and ends in Minang country.

(Source: Aboriginal Journey Ways – by WALGA, Main Roads & ECU, 28 May 2020)





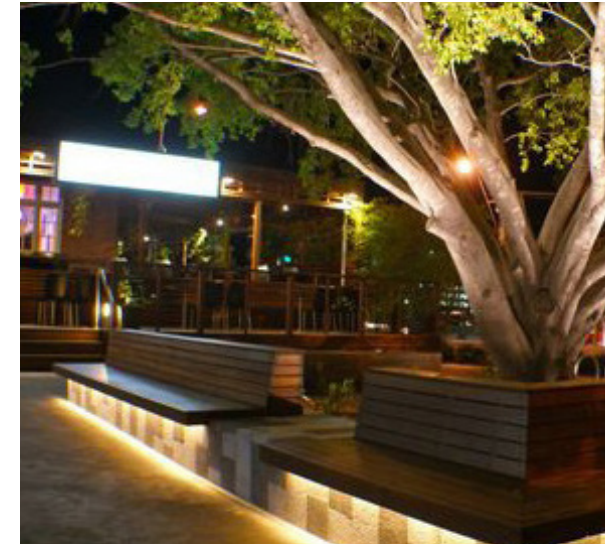
## Public Realm Look and Feel

The community highlighted the importance of promoting vibrant street frontages and public life, through early stages of community engagement.

Materiality and species selection plays a significant part in complementing street life. Developing a tailored yet cohesive public realm guide which contributes to the area's history, character and future will be critical to complementing street life. This will be achieved through several features, including lighting, paving, furniture, art/wayfinding and planting.

The principles to underpin a cohesive approach, will include:

- Applying a unified and consistent hard and soft landscape palette through paving, furniture, ground covers, lighting, art and planting
- Celebrating individual precinct identities, through bespoke landscape variations at key sites, so that each precinct has its own unique public realm language, whilst still being part of a cohesive corridor
- Palette variations that reflect the unique precinct identity, history and culture through highlight materials, bespoke furniture, themed colours, artwork and feature lighting. This can be delivered through major site redevelopments, major space and streetscape typologies
- Tell stories, engage and educate through materiality and species selection, and
- Reflect a high street through streetscape design.





## Access and Mobility

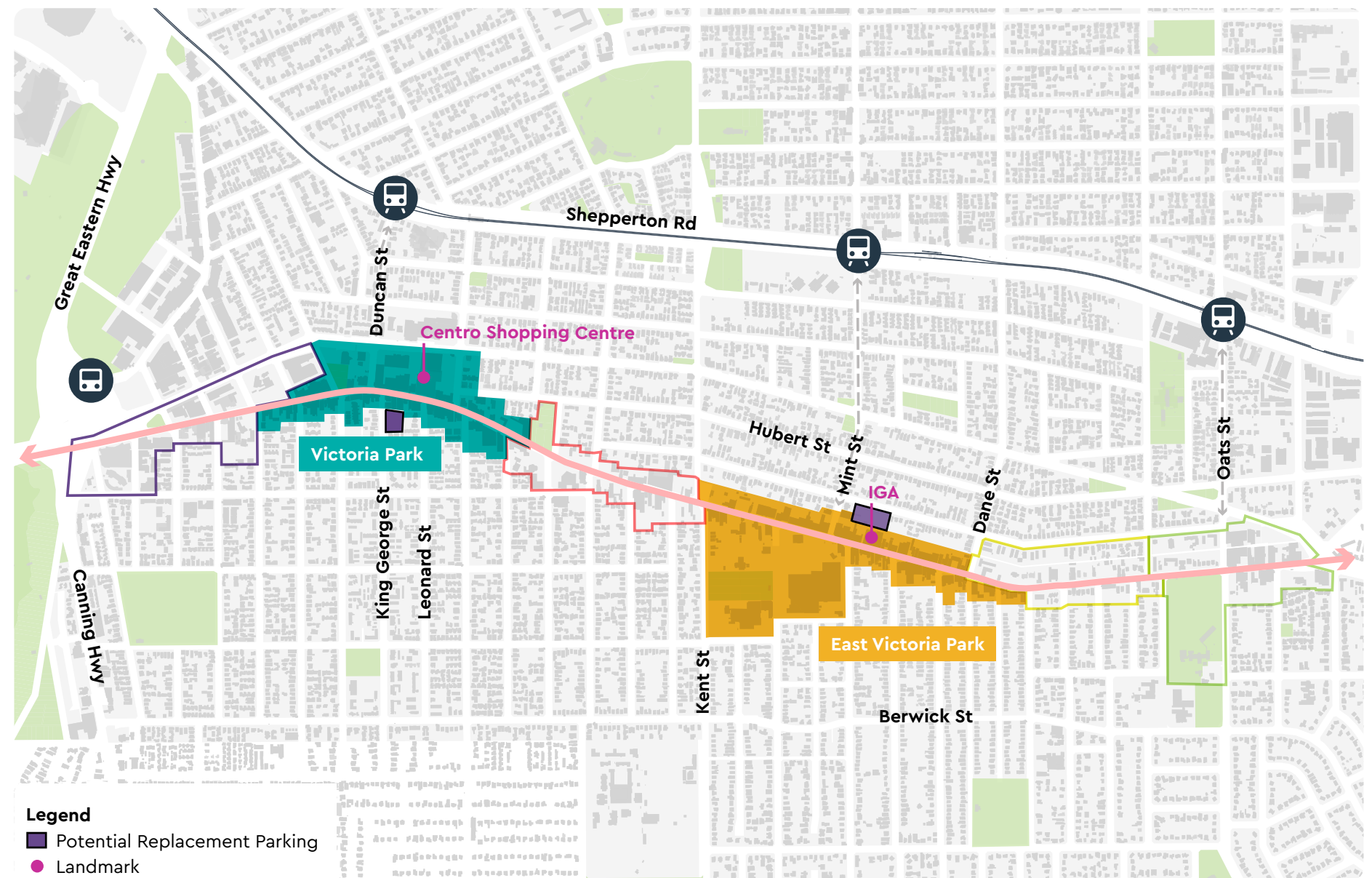
Car parking consumes large amounts of valuable land (approximately 15sqm per bay). In addition to contributing to the urban heat island effect, an oversupply of parking can further entrench car dependency and its associated problems.

Based on the data provided by the Town of Victoria Park, there are around 600 public parking spaces within and adjacent to Albany Highway, contained within Town-owned car parks, as well as on-street parking along the Highway's length. There is also considerable private parking provided for workers and visitors at the rear of commercial premises and in large privately-owned car parks such as the Park Centre. Additional parking exists further afield within surrounding residential streets and at train stations.

Parking data indicates that parking occupancy is routinely above 65% of capacity, with summer months approaching 85%. The Town of Victoria Park's Parking Management Plan seeks to provide adequate parking in appropriate places. However, the plan also acknowledges the role that increased rates of active and public transport can play in ensuring that parking bays remain available for those who need them most.

The Streetscape Typologies propose the re-purposing of some Albany Highway on-street parking for public space for people and greenery. The CRG were, on balance, adamant that parking lost should be replaced, particularly in the core areas of East Victoria Park and Victoria Park which rely on visitors from outside the Town. In response, additional off-street parking within existing public parking areas should be investigated, with potential locations shown opposite.

Potential planning mechanisms that could be used to manage parking and encourage modal shift include the implementation of maximum parking ratios and the use of dynamic pricing structures (particularly for high value bays).





## Street Sections

The Transport Strategy proposes a number of staged interventions to Albany Highway and streets connecting with nearby train stations which aim to improve the environment for pedestrians and cyclists, and encourage a reduction in reliance on private motor vehicles.

Active transport accounts for a relatively low modal share in the Albany Highway precinct. With relatively high vehicle volumes, crossing Albany Highway can be difficult for pedestrians, particularly those with disabilities. Formal crosswalks are limited and key intersections generally prioritise vehicle movements over pedestrian access.

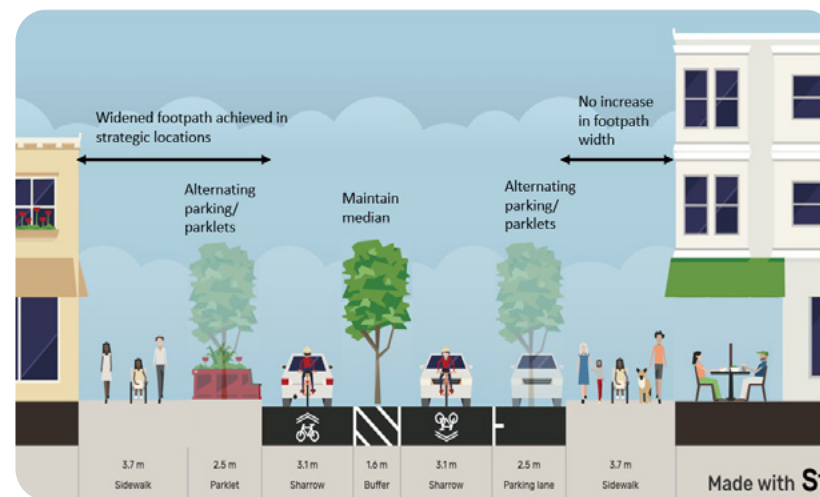
Providing high-quality public and active transit options helps encourage modal shift. The plan also includes provision of high-quality active transport networks and "car light areas" to improve safety and enhance the experience for people.

The following principals underpin the Concept Design:

- Providing greater transport choice to encourage modal shift
- Treating Albany Highway as a destination, not a thoroughfare
- Enhancing the cycle network feeding into Albany Highway through a series of parallel and perpendicular routes
- Lowering speeds to create people-friendly environments
- Taking a balanced approach to parking management



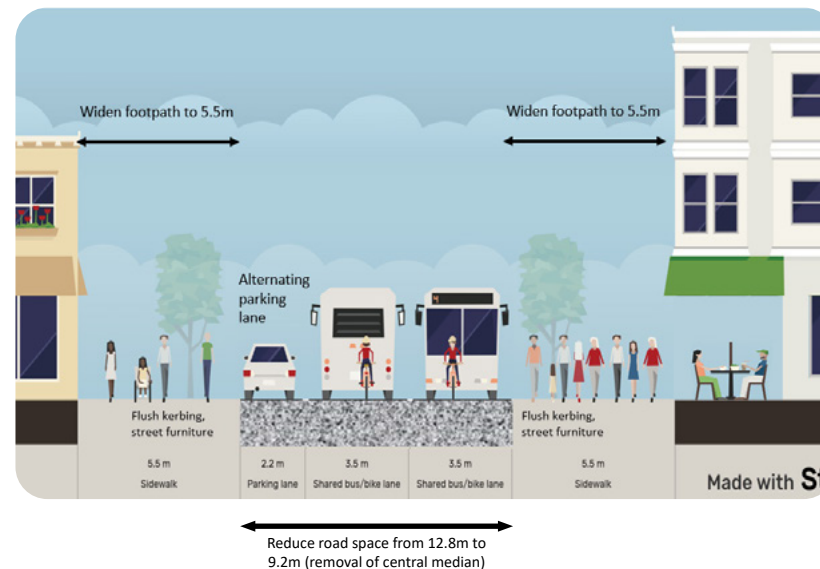
Albany Highway (existing cross section)



Albany Hwy (Typical outside urban core)

### Proposed streetscape enhancement

- Introduce parklets and footpath widening (key locations)
- Implement traffic calming features
- Remove bus embayments
- Increase urban forest canopy cover within median and existing / widened footpaths
- Create additional space for alfresco, socialising and pedestrian access
- Introduce Water Sensitive Urban Design elements
- On-street parking in between widened footpaths
- Ground floor building setbacks on Major Sites



Albany Hwy (urban core)

### Proposed shared space cross section

- Proposed areas: Victoria Park, East Victoria Park and St. James
- Speed limit 20 km/h plus design interventions to encourage slower speeds
- Reduce the road carriageway width from ~12.8m to ~9.2m
- Remove the central median
- Repurpose road space to create wider footpaths (up to 5.5m and more adjacent to Major Sites)
- Repave road and footpaths using higher quality materials
- Universally accessible flush kerbing
- Significantly increase urban forest canopy cover