

SPENCER PARK PRECINCT PLAN



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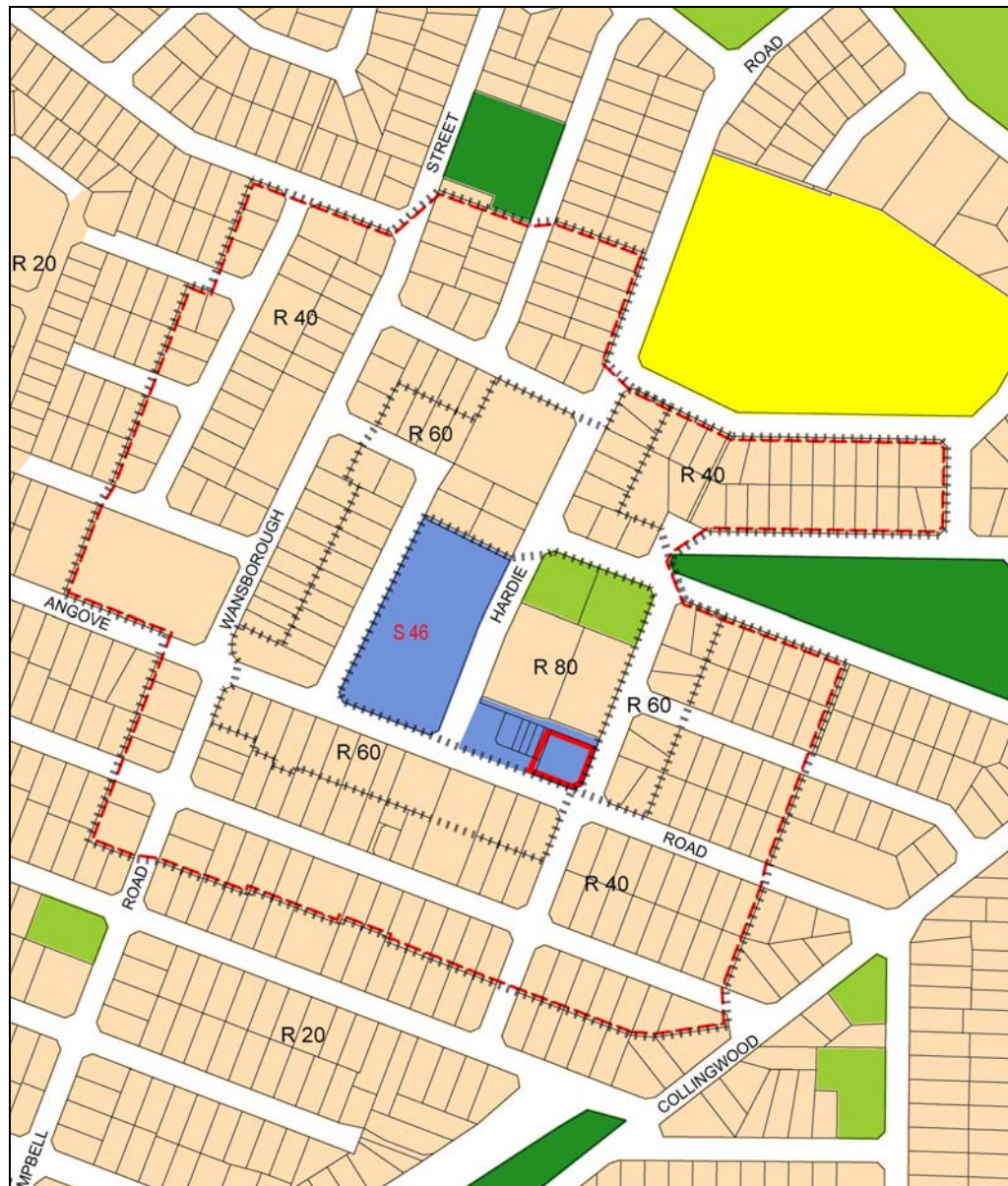
1. INTRODUCTION

Following preparation of an Urban Design Study by Mackay Urban Design in March 2009 into redevelopment of a number of landholdings in the vicinity of the Spencer Park Local Centre, a scheme amendment (No 170) was subsequently prepared to change the R-Code density around the centre and to adjust the development control provisions relating to the identified sub precincts covering the study area. The amendment was gazetted on the 17th August 2010

One of the conditions of the development control provisions is the requirement to prepare a Precinct Plan in accordance with Clauses 4.48 - 4.50 of the Scheme and be approved by the local government prior to any subdivision or development within the study area. The Precinct Plan, once adopted by Council, will become the development control plan for the Spencer Park Precinct, providing design guidelines and development provisions.

2. PRECINCT PLAN AREA

The Precinct Plan Area is defined by the 'Special Site S46' area as shown on the Town Planning Scheme No. 1A scheme map. Refer to Zoning Plan below.



LOCAL SCHEME RESERVES

- Parks And Recreation
- Public Use

ZONES

- Residential
- Local Shopping
- Service Station
- Clubs and Institutions

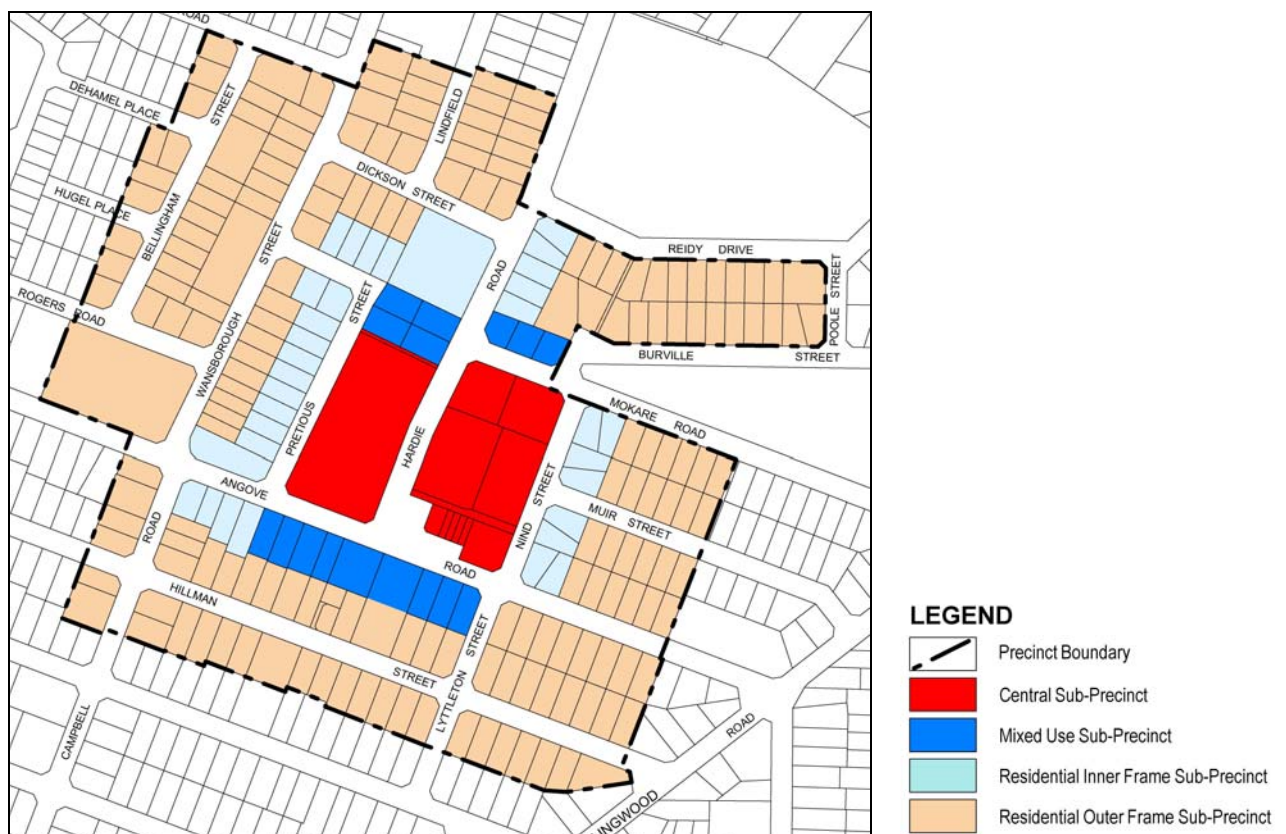
OTHER

- R 30 R Codes
- S 46 Special Site

Zoning Plan

The various sub precincts are identified on the Precinct Plan below and include:

- The Central Sub-Precinct which includes the Spencer Park Shopping Centre, service station and adjacent shops fronting Angove Road and Hardie Road, the medical centre and vacant Lots 68 & 69 on the eastern side of Hardie Road. An R80 density code (with an R60 minimum) applies to the area and a variety of commercial uses can also be developed in the precinct.
- The Mixed Use Sub-Precinct incorporates lots immediately to the north of the shopping centre, medical centre and day care/health centre and lots on the southern side of Angove Road. An R60 Density Code (with an R 40 minimum) applies and a number of commercial uses such as professional offices and consulting rooms may also be permitted in the area.
- Surrounding the Central and Mixed Use Precincts, is the Residential Inner Frame Sub-Precinct with an R60 density code (with an R40 minimum).
- The Residential Outer Frame Precinct occupies the balance of the Precinct and has an R40 density code.



Precinct Plan

3. PLANNING CONTEXT

The planning context for the Precinct Plan is provided in a number of documents which include:

- City of Albany Local Planning Strategy
- City of Albany Town Planning Scheme No. 1A
- Local Planning Policy 7L Neighbourhood Centres
- WAPC: Statements of Planning Policy
 - SPP3 Urban Growth & Settlement
 - Liveable Neighbourhoods

In terms of the overall goals, objectives, policies and guidelines, the documents are mutually supportive in terms of the key elements associated with the development of neighbourhood centres. These key elements include:

- The importance of neighbourhood centres in providing local employment in retail, residential service needs, office accommodation and medical and welfare services.
- The consolidation of medium density residential development, including mixed use development within close proximity of the neighbourhood centre.
- Provision of a wider variety of housing types.
- Promotion of a more sustainable form of development which reduces energy, water and travel demand whilst ensuring safe and convenient access to employment and services by all modes of travel.
- Creation and enhancement of community identity, sense of place, liveability and social interaction through good urban design.
- Provision of active street-land use interfaces to improve personal safety through increased surveillance and activity.

3.1 Town Planning Scheme No. 1A

As noted in the introduction above, Town Planning Scheme No. 1A has recently been amended to rezone the whole precinct as a 'Special Site' (S46) which identifies the four sub-precincts, their associated density codes, additional uses and development conditions.

Lot 50 accommodates the Spencer Park Shopping Centre and together with the older strip shopping fronting Angove Road, are zoned 'Local Shopping'. Overall retail floor space is currently approximately 2055m² NLA and Table 1 - Shopping Centre of the Scheme Text allows for a maximum of 3500m² NLA, and Council may approve up to 5000m² NLA, but only where in the opinion of Council the additional floor space is warranted and an economic impact assessment has demonstrated that there will not be significant detrimental impacts on existing or proposed shopping centre.

The Mackay Concept Plan proposes to add approximately 1680m² of NLA area to the Spencer Park Shopping Centre on Lot 50 and 445m² NLA to the strip Shopping Centre fronting Angove Road. Together that comprises a total additional floor space of 2125m² NLA, effectively doubling the existing retail floor space of the centre to 4180m² NLA. In addition, approximately 2000m² of commercial development is proposed on the ground floor of proposed mixed use development on Lot 68 and on the south east corner of Lot 50 and a doubling of the size of the medical centre on the corner of Hardie and Mokare Roads.

Car parking requirements set out in Town Planning No. 1A require 1 car bay per 20m² NLA. Currently approximately 171 car bays are provided within the Spencer Park Shopping Centre complex and a further 33 bays adjacent to the strip shopping on Angove Road. This is well in excess of the current requirements for 103 car bays and would also be sufficient to accommodate the 175 car bays required to meet the maximum floor space allowance of 3500m² NLA.

To meet the ultimate floor space of 5000m² NLA, 250 car bays would be required. The Mackay Concept Plan provides for approximately 350 car bays which would accommodate the maximum size of the centre as well as associated mixed use development.

Landuse Controls

Within the Central Sub-Precinct, the land is zoned 'Local Shopping', 'Clubs and Institutions', 'Residential (R80)' and 'Special Site' which provides for a wide range of retail, commercial and community uses. The table overleaf identifies the uses that may be considered for approval within the various zones contained within the Precinct and the additional uses that may be considered within the 'Special Site-S46' designation.

Town Planning Scheme No. 1A

	Residential	Local Shopping	Service Station	Clubs & Institutions
Aged Person's Dwelling	AA	X	X	X
Aged Person's Home	SA	X	X	X
Aged Person's Village	SA	X	X	X
Ancillary Accommodation	IP	X	X	X
Caretaker's House	IP	IP	IP	IP
Car Park	IP	IP	IP	IP
Cinema	X	X	X	AA
Club Premises	SA	X	X	IP
Consulting Rooms	SA	P	X	IP
Day Care Centre	SA	AA	X	IP
Drive-in Theatre	X	X	X	SA
Dry Cleaning Premises	X	AA	X	X
Education Establishment	SA	X	X	SA
Fast Food Outlet	X	AA	AA	X
Grouped Dwelling	AA	X	X	X
Holiday Accommodation	SA	X	X	X
Home Business	SA	X	X	X
Home Occupation	SA	X	X	X
Hospital	SA	X	X	SA
House of Worship	X	X	X	SA
Infant Health Clinic	SA	AA	X	P
Institutional Building	SA	X	X	SA
Institutional Home	SA	X	X	SA
Laundromat	IP	AA	X	X
Liquor Store	X	SA	X	X
Medical Clinic	X	SA	X	SA
Multiple Dwelling	AA	X	X	X
Museum	X	AA	X	P
Office	X	AA	X	X
Private Recreation	X	X	X	P
Public Amusement	X	X	X	AA
Public or Local Authority	X	X	X	AA
Residential Building	SA	X	X	X
Restaurant	X	P	X	IP
Service Station	X	AA	P	X
Service Store	SA	P	X	X
Shop	X	P	X	X
Single House	P	X	X	X
Squash Courts	X	X	X	AA
Tavern	X	X	X	SA
Veterinary Clinic	X	SA	X	X

Special Site – S46

Central Sub -Precinct	Mixed Use Sub -Precinct
	AA
AA	
AA	AA
AA	
AA	
	AA
	AA
	AA
AA	
AA	
	AA
AA	

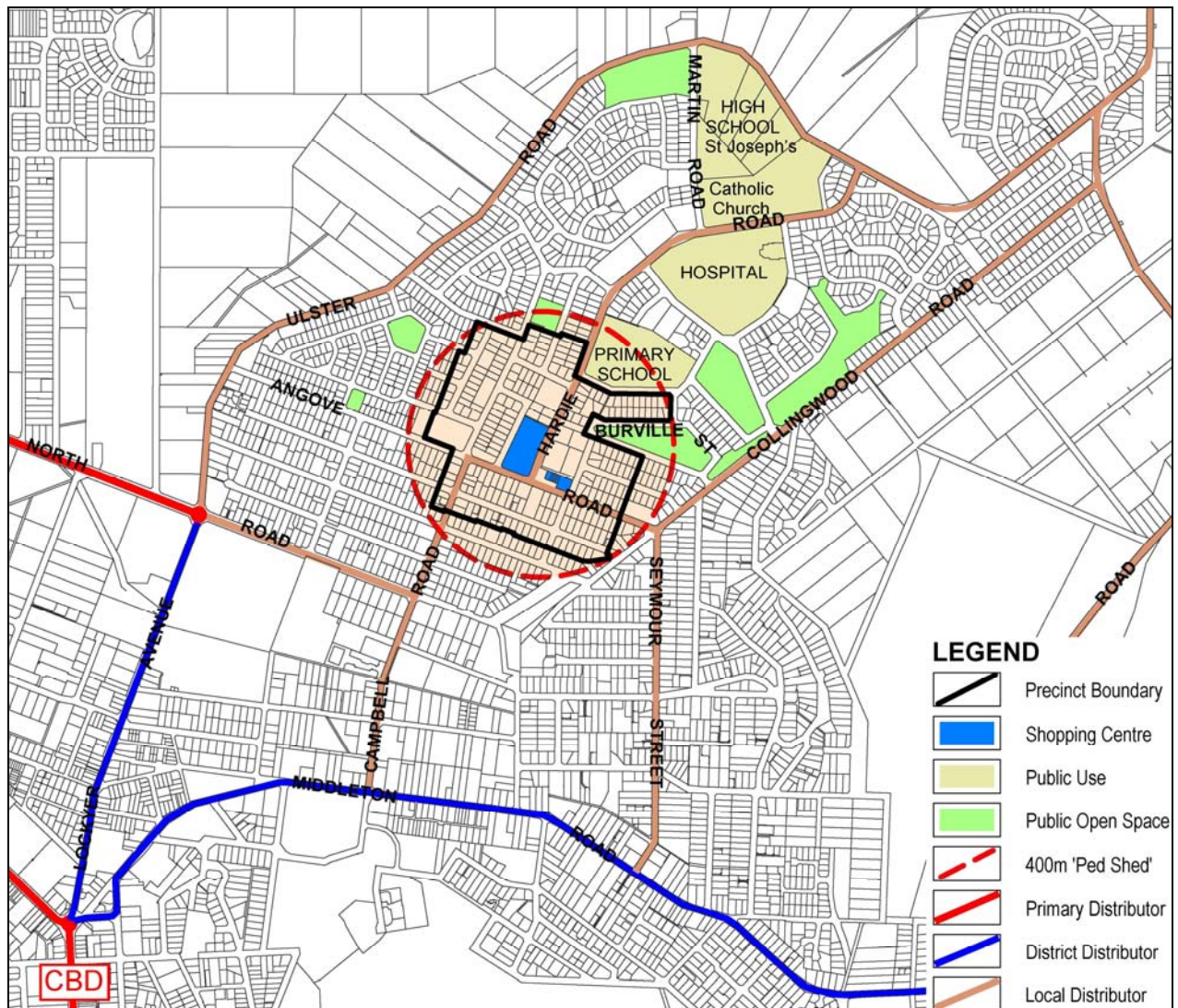
The symbols used in the cross-reference on the zoning table have the following meanings:

- P = a use that is permitted subject to the provisions of this Scheme.
- AA = a use that is not permitted unless planning consent is granted by the Council.
- SA = a use that is not permitted unless planning consent is granted by the Council after notice has been given in accordance with Clause 7.5.
- X = a use that is not permitted.
- IP = a use that is not permitted unless such use is incidental to the predominant use of the land as determined by Council.

4. BACKGROUND

4.1 Site and Context Analysis

The Spencer Park Shopping Centre is centrally located within the Spencer Park residential suburb which is bounded by North Road, Ulster Road and Collingwood Road. The Precinct Plan area is largely contained within a 400 metre radius centred on the shopping centre. (Refer Site Context Plan.) Angove Road abuts the southern boundary of the shopping centre, running roughly east west between Ulster Road and Collingwood Road. Hardie Road runs north south along the eastern boundary of the shopping centre and is the main access to Spencer Park Primary School and Albany Regional Hospital to the north.



Site Context Plan

The surrounding street layout is largely based on a traditional grid street layout which facilitates access to and from the centre and distributes traffic much as recommended in 'Liveable Neighbourhoods'.

4.1.1 Central Sub-Precinct.

The shopping centre is the dominant element within the Central Sub-Precinct and consists of a standard box design with an internal mall separating the supermarket from the specialty shops. The building is surrounded by bitumen parking with minimal landscaping to offset the generally unattractive appearance of the centre.



Photo 1: Spencer Park Shopping Centre



Photo 2: Strip shopping centre on Angove Road.

Traditional strip shopping consisting of several shops and a service station are located on the corner of Angove and Hardie Roads opposite the main shopping centre.



Photo 3: Medical centre

A medical centre is located on the corner of Hardie and Mokare Roads at the northern end of the precinct and behind is located a day care and health care centre.



Photo 4: Vacant Land on the east side of Hardie Road.

Immediately to the east of the shopping centre are two large vacant sites which run through from Hardie Road to Nind Street. The sites were formerly occupied by Department of Housing residential flats, which were demolished several years ago and are a significant blight on the area. In protest at the lack of action to redevelop the site, the fencing has been adorned with socks by members of the local community.



Photo 5: Hardie Road

The main streets within the Central Sub-Precinct are devoid of street trees and are dominated by unattractive overhead power lines.

4.1.2 Mixed Use Sub-Precinct

The Mixed Use Sub-Precinct abuts the northern and southern boundaries of the Central Sub-Precinct, consisting of four vacant lots immediately to the north of the shopping centre, three lots ranging in size from 716m² to 766m² which have been developed with single residential housing on the northern side of Mokare Road, and a number of lots to the south of the centre on Angove Road. The latter are a mix of single residential houses on larger lots of around 900m² to 1000m² in area and older single storey grouped housing on amalgamated sites.



Photo 6: Vacant land to the north of the shopping centre.



Photo 7: Lots on the northern side on Mokare Road.



Photo 8: Housing on southern side of Angove Road.

4.1.3 Residential Inner Frame Sub-Precinct

The Residential Inner Frame Sub-Precinct together with the Mixed Use Sub-Precinct surrounds the Central Sub Precinct and consists predominately of single residential housing on lots of between 700m² to 800m². A large strategically located lot of 2000m² is located on the corner of Angove Road, Wansborough and Pretious Streets and the Lionsville aged person home complex is located on the corner of Hardie Road and Dickson Street. Housing condition ranges from poor to average with the occasional new or renovated house interspersed. While footpaths have been constructed on at least one side of the street, street trees are lacking and the streetscape is generally unattractive.



Photo 9: Strategic redevelopment site on corner of Angove Road and Wansborough Street.



Photo 10: View north down Nind Street.



Photo 11: Lionsville Aged Persons Complex on the corner of Hardie Road and Dickson Street.

4.1.4 Residential Outer Frame Sub-Precinct

The balance of the precinct consists of the Residential Outer Frame Sub-Precinct which incorporates lots on Hillman, Lyttleton, Muir, Burville, Dickson and Wansborough Streets, Campbell, Angove and Mokare Roads, Reidy Drive and Lindfield Crescent. Apart from Hillman Street where lots are predominately larger, ranging from 900m² to 1000m², the majority of lots within the Outer Frame Sub-Precinct range between 700m² to 800m². A number of sites have been amalgamated to create grouped housing sites.



Photo 12: New Housing on Hillman Street together with recent battleaxe subdivision.



Photo 13: Redeveloped brick & tile housing on Hillman Street.



Photo 14: Grouped Housing on Wansborough Street.



Photo 15: Renovated housing on Mokare Road.



Photo 16: Fibro cottages in Burville Street.



Photo 17: Grouped Housing on Bellingham Street.



Photo 18: Recent infill housing on 500m² lots on Wansborough Street



Photo 19: Housing for sale on corner of Wansborough Street and Rogers Road.

As the prevailing density code has until recently been R20 the lot sizes have not facilitated redevelopment or subdivision except along Hillman Street where lot sizes allow for battle axe subdivision to occur. The slope of the land and outlook to Mt Clarence appear to have also encouraged subdivision and up-grading of housing which is generally of a better standard when compared with the remainder of the Sub-Precinct.

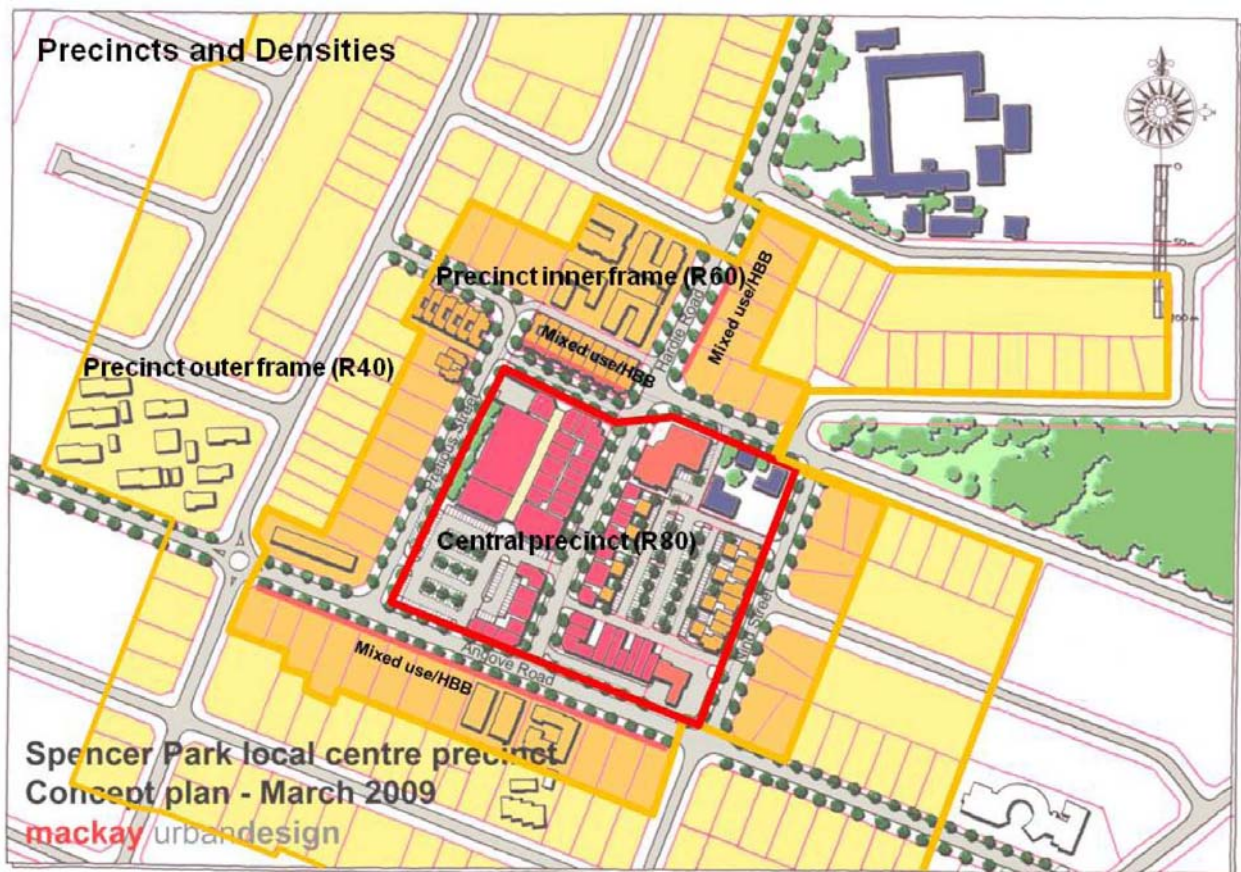
Footpaths are absent from most of the streets and the lack of street trees and concentration of Department of Housing property, some of which is in a poor condition, contributes to a drab residential appearance.

4.2 Urban Design Concept

The Main elements of the Design Concept prepared by Mackay Urban Design are:

- Establishment of a 'main street' environment along Hardie Road to provide a context for a mix of retail and other commercial uses, and to unite the two existing and disparate retail elements of the centre.
- Identification of a centre core with intensive development and a centre frame with moderately intensive development, that together focus redevelopment close to the centre rather than dispersing it through the suburb as a whole.
- Introduction of mixed use development within the centre to increase the population within close walking distance of facilities and to provide opportunities for passive surveillance of the centre after normal business hours.
- Minor expansion of the retail components to enable them to form a defined street edge to the new main street and generate more activity on the street.
- A greater use of on-street parking where a high degree of reciprocity of use delivers more land-efficient parking provision.
- Location of larger car parking areas behind buildings where possible so that large and unattractive expanses of bitumen don't detract from the quality of the street environment.

- Provision of a range of possible housing types to appeal to the needs and aspirations of a broader cross section of the community, including apartments, terraced town houses, home - based business units and grouped housing.
- Establishment of a new east-west street immediately to the north of the shopping centre, linking Pretious Street with Hardie Road and formalising a strong pedestrian desire line.
- Incorporation of a streetscape improvement program to provide greater pedestrian amenity within the streets of the centre.
- A greater scale of building (three storeys) to create a more identifiable streetscape enclosure and sense of place within the centre.



Mackay Concept Plan

5. AIM AND OBJECTIVES

5.1 Aim

The aim of the Precinct Plan is to guide land use development and the built form within the Precinct area as a safe, vibrant and attractive neighbourhood centre based on the principles outlined in “Liveable Neighbourhoods”.

5.2 Key Objectives

- (i) To facilitate the growth of the Spencer Park Neighbourhood centre by providing for an appropriate range of land use
- (ii) Identify redevelopment opportunities and an indication of appropriate development.
- (iii) Maximise employment opportunities in the centre.
- (iv) Encourage quality design of the built form.
- (v) Provide quality public spaces and streets to support to overall development of the area.



Indicative Precinct Plan

6. INDICATIVE PRECINCT PLAN

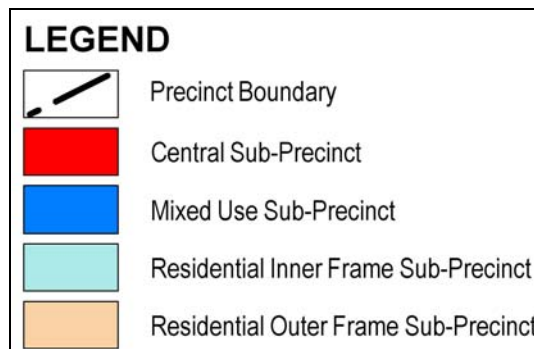
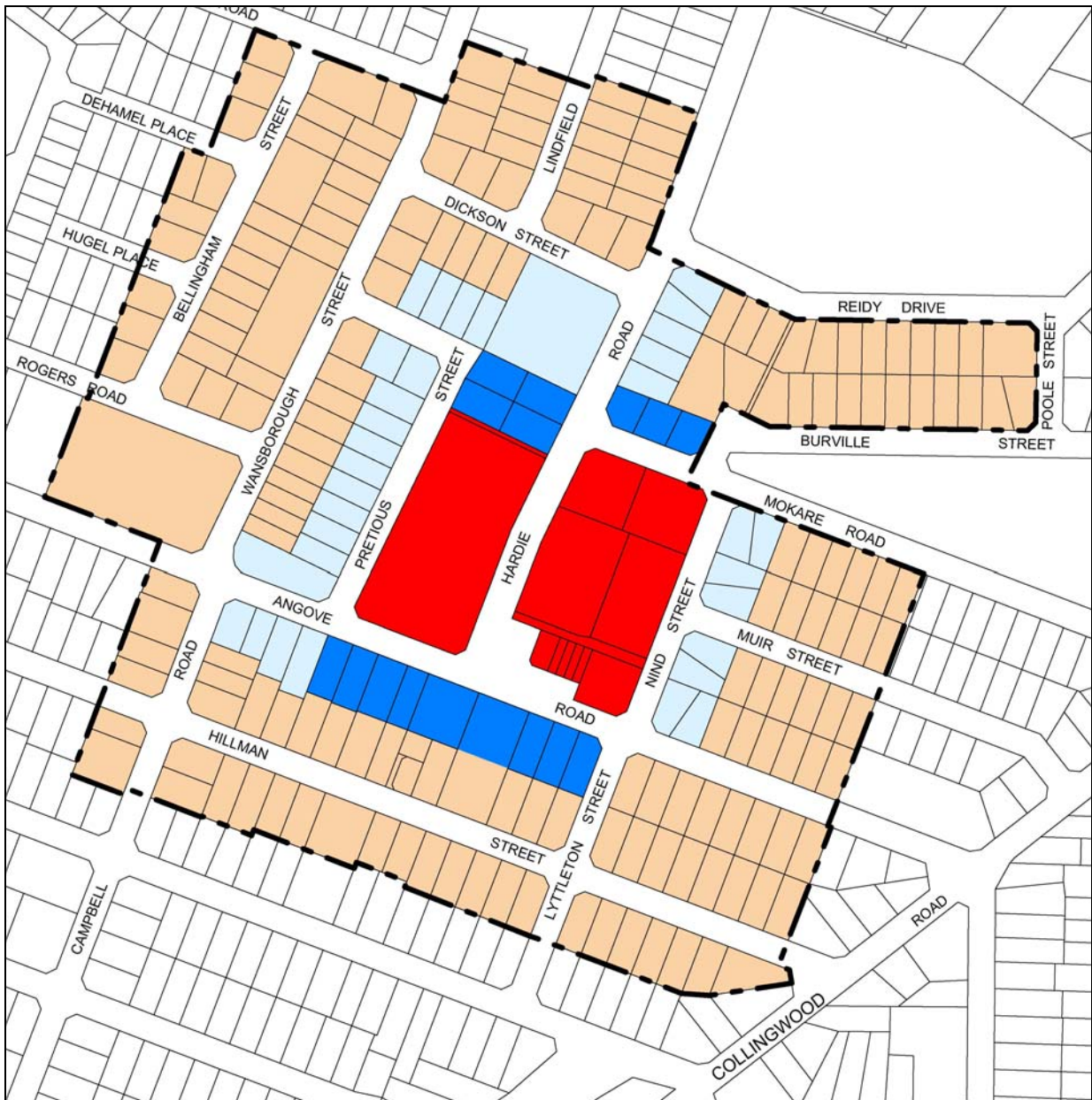
An indicative development plan for the Spencer Park Precinct has been prepared in order to illustrate how the key objectives and desired outcomes can be achieved within the centre.

The plan indicates the building foot prints for the extension of existing land use in the area such as the shopping centre and medical centre, redevelopment of significant vacant land parcels for mixed use and residential development, vehicular and pedestrian access, car parking and street improvements. Development of Hardie Road, between Angove and Mokare Roads, as a 'main street' is a key objective requiring co-ordination of all development abutting the road.

Priorities and possible staging are outlined. The plan is an aspirational document, aimed at achieving the maximum development potential within the precinct. However, flexibility in the implementation of the plan is required in order to ensure development of the centre is not unnecessarily stifled because it is not capable of being implemented at this time or in the foreseeable future.

As the owner of a number of strategic parcels of land the Department of Housing (DoH) is well placed to take a leadership role and initiate a number of demonstration projects which have the potential to promote development in the area, most notably relating to the expansion of the shopping centre and the medical clinic.

The City of Albany (CoA) also has a key role in coordinating improvements to the public realm, including provision of footpaths, street trees, street furniture, upgrading provision of on-street car parking and drainage works.



Precinct Plan

6.1 CENTRAL SUB-PRECINCT

The Central Sub-Precinct is the retail, community and service centre for the Spencer Park neighbourhood. However, as noted in Section 3.1, above the general appearance of the area is unattractive, being dominated by bitumen car parking areas and unsightly vacant land.

6.1.1 Desired Outcomes.

Specific outcomes for the Central Sub-Precinct are:

- Provide for the expansion of the Spencer Park Shopping Centre within the parameters established by Council's Local Planning Strategy and Town Planning Scheme.
- Provide for associated commercial and community development in order to maximise opportunities for employment within the neighbourhood.
- Consolidate the expansion of the retail and commercial development along Hardie Road in order to create an attractive and vibrant 'main street' environment.
- Encourage mixed use development in order to increase the number of people living close to the neighbourhood facilities and provide for passive surveillance of the centre outside normal business hours.
- Redevelop vacant residential sites with a variety of housing types and densities in order to support the neighbourhood centre.
- Provide for increased on street car parking within the centre in order to facilitate access to shops and maximise the efficient provision of car parking.
- Develop car parking behind buildings wherever possible in order to reduce the impact of large areas of bitumen.
- Improve access to the shopping centre and reduce potential traffic congestion at the existing access from Hardie Road.
- Initiate a comprehensive program of planting trees within streets and car parking areas in order to improve the general appearance and amenity of the centre.
- Retain the bus route along Angove and Hardie Roads and provide an attractive and convenient bus stop within Hardie Road.
- Provide for through traffic along Hardie Road while at the same time reducing traffic speed and creating a pedestrian safe environment.

An indicative concept plan for the Central Sub-Precinct is attached and incorporates the following key elements:

- Provision for the expansion of Spencer Park Shopping Centre in an easterly direction in order to front Hardie Road.
- Provision for the expansion of the shops on the south east corner of Hardie and Angove Roads in a westerly direction to front Hardie Road.
- Expansion of the existing medical centre on the corner of Hardie and Mokare Roads.
- Redevelopment of vacant lot 68 for mixed use development fronting Hardie Road with car parking to the rear.
- Development of portion of the Spencer Park shopping centre's car park for mixed use development fronting Hardie and Angove Roads.
- Redevelopment of vacant Lot 69 for residential apartments.
- Creation of a 'main street' along Hardie Road between Angove and Mokare Roads.
- Improve the streetscape quality of all streets within the Sub-Precinct by constructing footpaths, planting street trees and providing street furniture.
- Maximise the provision of on street car parking along Hardie Road.
- Create a town square as a community focal point in association with the development of the 'main street'.
- Retain and upgrade the bus stop on Hardie Road.





CENTRAL SUB-PRECINCT INDICATIVE PLAN

Spencer Park,
City of Albany



LEGEND

- Existing Retail / Commercial
- Proposed Retail / Commercial
- Residential Development
- Veranda / Awning

- NOTES**
- Prospective developers may be required to undertake a traffic study and prepare a traffic management plan, should their development have the potential to generate a significant increase in local traffic.
 - A 1% developer contribution on all commercial, non-residential and mixed-use projects in excess of \$1,500,000 will be required for public realm improvements.

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6.1.2 Hardie Road ‘Main Street’

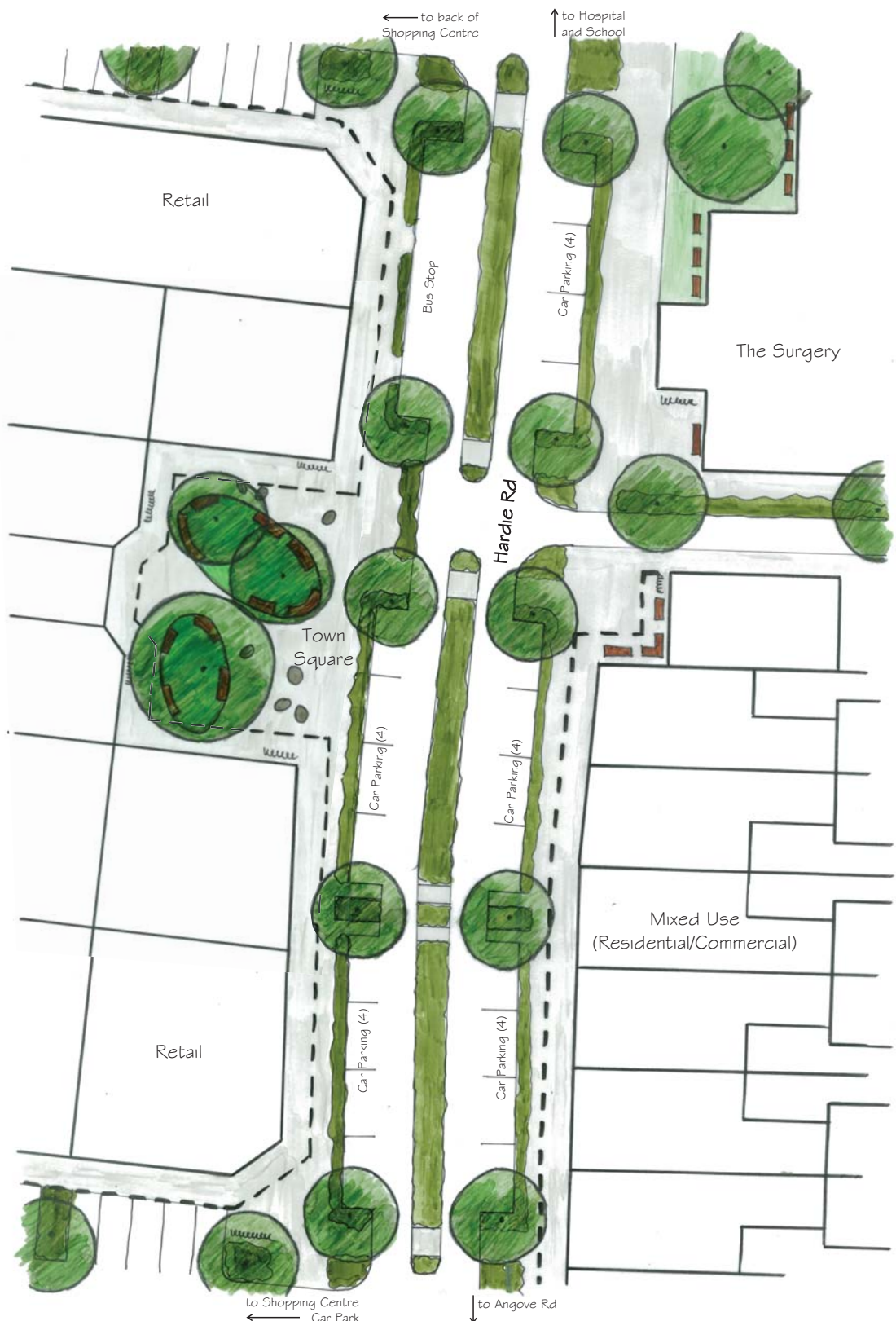
A more detailed landscape concept plan and cross section for the central portion of the proposal Hardie Road “Main Street” is attached overleaf. The plans illustrate the combination of actions required by landowners to develop their properties to front Hardie Road and works in the public realm to create a median strip, on Street car parking, footpaths, street lighting, street trees, landscaping and street furniture.

Two options are shown for the development of a local ‘town square’ on the shopping centre land adjacent to Hardie Road. The options illustrate two different sizes of public space with Option One providing for a greater level of retail development and a more intimate ‘town square’. Option Two allows for a larger square to be developed should demand for additional retail/commercial floor space not eventuate in the short to medium term. Where possible activities such as cafes/restaurants should be located adjacent to the town square so that they can utilize the space for alfresco purposes.

The ‘town square’ also provides an opportunity to provide another access point to the shopping centre.

Undergrounding of the unsightly overhead power lines along the western side of Hardie Road would add significantly to the amenity of the ‘main street’. While it is likely to be a significant cost and may only be achievable in the longer term, funding options should be explored in order to avoid disruption to street improvement that may occur in the short term. It would also enable significant street trees to be planted within the road reserve, as shown on the Concept Landscape Design Plan.





Option 1



Option 2



'Lawn islands' & trees for shade of varying sizes in town square












Water 'island' for atmosphere in town square (instead of lawn)



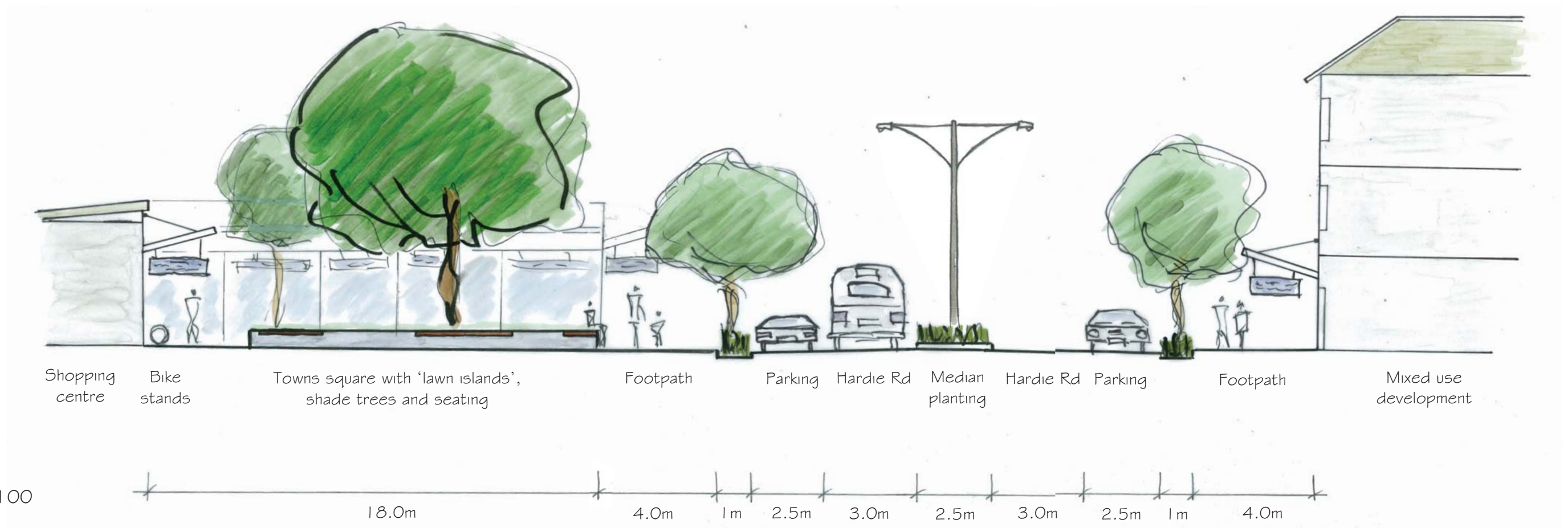
Seats around the 'lawn islands' and resting space atop



Granite boulders to represent the local geology

-  Medium sized street trees (Coral Gum)
-  Verge planting (native groundcover and grasses)
-  Pedestrian crossing through median island
-  Wooden bench seats in 'miniature' town squares
-  Raised lawn beds, wooden seats at the edges
-  Granite boulders for seating and as landscape feature
-  Cork screw bike rack
-  Paved surface in precinct centre
-  Lawn Area

All detailed planting lists to be based on the City of Albany Subdivision and Development Guidelines. Traffic and Civil design of parking, intersections and access ways have not been included in this Concept Landscape Design. For construction traffic spaces will need to be designed to City of Albany, Australian Standard 2890 and Aust Roads Guide to Road Design.



Alfresco area near buildings and green space



Car parking and alfresco areas on footpaths can be integrated



Native street tree (Eucalyptus torquata - Coral Gum)



Verge planting to separate road and pedestrians



Typical crossing point where planting is used to direct traffic



Wooden bench seats for resting throughout the precinct



Corkscrew bike racks

All detailed planting lists to be based on the City of Albany Subdivision and Development Guidelines. Traffic and Civil design of parking, intersections and access ways have not been included in this Concept Landscape Design. For construction traffic spaces will need to be designed to City of Albany, Australian Standard 2890 and Aust Roads Guide to Road Design.

CENTRAL SUB-PRECINCT DEVELOPMENT GUIDELINES

Land Use

Notwithstanding those uses generally permissible under Table 1: Zoning Table, within the Central Sub-Precinct, the following uses are 'D' discretionary uses:

- Club Premises
- Consulting Rooms
- Family Day Care
- Fast Food Outlet
- Hotel
- Laundromat
- Liquor Store
- Medical Clinic
- Multiple Dwelling
- Office
- Restaurant
- Tavern

Notwithstanding those uses generally permissible under Table 1: Zoning Table, within the Central Sub-Precinct, the following uses are 'X' not permitted:

- Residential development below the density of the R60 code
- Single House

Building Form and Design Criteria

Within the Central Sub-Precinct, the main objective is to create a sense of place by focussing development on Hardie Road in order to create a 'main street' environment. Buildings on land either side of Hardie Road need to have a strong connection to the street and the scale and intensity of development needs to differentiate the centre from the surrounding predominantly single storey residential areas.

In order to achieve this the following design criteria apply:

Building Height

- Maximum of 3 storeys with a maximum building height of 12 metres as per Category C in Table 3 of the Residential Design Codes.
- Variations to the maximum heights will only be considered where ground floor heights are increased to facilitate commercial use in mixed use buildings. The maximum increase in such cases is 1 metre.



Building Design

- The aim is to achieve a high quality of architectural design which will contribute to the creation of a sense of place.
- Buildings are to avoid blank walls of a single material and colour. Variety of building articulation, materials, texture and colours is required to create interest and break up the bulk and form of buildings.
- Ground floor commercial uses shall maximise the provision of shop front glazing (from a maximum sill height of 500mm to at least 2.4m above floor level) for 75% of the building frontage to the adjacent streets.
- All commercial street frontages built to within 2.5 metres of the front boundary shall incorporate a veranda or roof overhang to provide pedestrian shelter over the adjacent footpaths, with a minimum footpath overhang of 3 metres and a minimum height of 3 metres.

- Building entrances at ground level are to address street frontages and be clearly identified.
- No on-site car parking shall be permitted between the street and the front of a building. All car parking is to be provided to the rear of the building, with on-street parking maximised.
- No front fencing is permitted.
- Service areas shall be located to the rear of buildings wherever possible and screened from public view.
- Balconies may extend to the front property boundary.
- Mixed use development shall be designed to address primary and secondary streets as well as rear car parking areas or any public open space areas in order to maximise passive surveillance.



3 & 4 storey apartments with commercial use at ground level

Building Setbacks

- Minimum building setbacks for Primary and Secondary Streets for non residential uses shall be: Nil; and for ground floor residential and any floors above: 2.5 metres. Side and rear setbacks shall have a nil minimum setback.



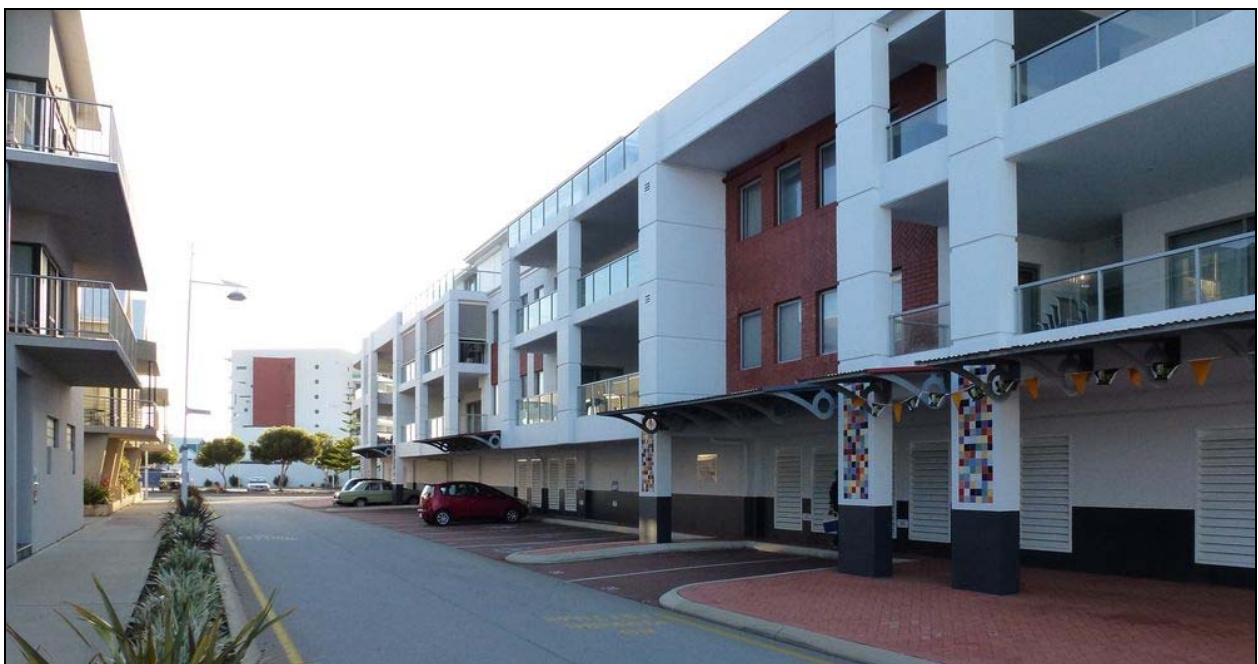
3 storey terraced housing with balconies extending to property boundary.



3 storey terraced housing maximising on-street parking

Car Parking

Within the Central and Mixed Use Sub-Precincts, car parking requirements have been reduced on the basis that a proportion of the car parking is provided as public car parking and is therefore available for reciprocal use. Reciprocal parking allows for the most efficient use of available bays and together with the emphasis on maximising on-street car parking, allows for some relaxation of normal requirements. Recommendations to extend and upgrade footpaths connecting surrounding residential areas with the centre, together with streetscape improvements, also aim to encourage more people to walk or cycle to the centre.



Car Parking located to the rear of buildings with good surveillance from apartments above.

On-site Car Parking Provisions

- Retail: 1 bay per 25 square metres.
- Other Commercial: 1 bay per 30 square metres.
- Residential: As per the Residential Design Codes.

Car parking areas shall be designed to address the following matters:

- Security and lighting.
- Traffic and pedestrian access.

- Landscaping to break up the large areas of unattractive bitumen and provide shade for vehicles.
- Signage.
- Disabled access.
- Integration with adjoining development.
- Efficient servicing arrangements for businesses (loading/unloading areas).



Landscaped rear car parking with good surveillance from apartments above.

Vehicular Access

Vehicular access to be restricted to ROW where available. Where not available, vehicle crossovers shall be restricted to one per street for each lot.

Landscaping

Landscaping both within development sites or the public realm is currently lacking (with the exception of the medical centre).

Appropriate landscaping can contribute significantly to the creation of a sense of place and requires collaboration between landowner/developers and the City of Albany. A landscaping plan for each development site is required which contributes to the amenity of the area, the streetscape and aesthetic quality of the associated buildings. Provision of on site landscaping and/or a contribution in lieu of on-site provision is to be negotiated on a site by site basis with the City of Albany.



Signage

- A high quality of signage throughout the Precinct is required to complement the aim of achieving an attractive neighbourhood centre.
- No free standing signage is permitted. All signage must be attached to a building.
- Signage shall be integrated with the architectural design of a building with provision made for appropriate signage on the building and or veranda/awnings attached to the building.
- Signage is not permitted above the roof line of a building.



Roof sign unrelated to use below and not integrated with building design.



Signage fully integrated with design of building.



Freestanding sign inappropriate to town centre.



Repetitive signage.



Sign design unrelated to fascia of awning.

6.2 MIXED USE SUB-PRECINCT

The Mixed Use Sub-Precinct abuts the northern and southern boundaries of the Central Sub-Precinct and provides an opportunity to provide additional housing close to the centre, together with capacity for mixed use or home based business.

6.2.1 Desired Outcomes.

- Provide for redevelopment of vacant land immediately north of the shopping centre for terraced and multiple residential housing with the opportunity for non-retail commercial development (such as professional offices/consulting rooms) and home based business at ground level.
- Creation of a new east-west street between Pretious Street and Hardie Road, together with additional on-street parking.
- Provide for the redevelopment of existing housing on the southern side of Angove Road and northern side of Mokare Road for higher density housing, together with the capacity for mixed use development. Consolidate land holdings to facilitate comprehensive development as opposed to more ad-hoc development of smaller individual parcels of land.
- Locate car parking to the rear of buildings with shared access and minimise driveways onto Angove Road.



Angove Road Mixed Use Area

MIXED USE SUB-PRECINCT DEVELOPMENT GUIDELINES

Land Use

Notwithstanding those uses generally permissible under Table 1: Zoning Table, within the Mixed Use Sub-Precinct, the following uses are 'D' discretionary uses:

- Aged or Dependant Persons' Dwellings
- Aged Persons' Village
- Consulting Rooms
- Home Business
- Home Occupation
- Infant Health Clinic
- Medical Centre
- Multiple Dwelling
- Office (limited to 150m² per unit)
- Single House

Notwithstanding those uses generally permissible under Table 1: Zoning Table, within the Mixed Use Sub-Precinct, the following uses are 'X' not permitted:

- Residential development below the density of the R40 code.

Building Form and Design Criteria

- Density Code: R60 (Minimum R40).
- Plot Ratio: Maximum 1.5:1.
- Height: Maximum of 3 storeys with a maximum building height of 12metres as per category C in Table 3 of Residential Design Codes.
Variations to the maximum heights will only be considered where ground floor heights are increased to facilitate commercial use in mixed use buildings. The maximum increase shall in such cases be 1 metre.
- Minimum setbacks:
 - Primary & Secondary Street: 2.5 metres.
 - Side: Nil.
 - Side/rear: 4.5 metres (except for the ROWs).

- **Vehicle Access:**

Only from ROWs where available. Where access from a ROW is not possible, vehicle crossovers shall be limited to one per street for each lot.

Part of Lots 28 & 29 Pretious Street/Hardie Road to be reserved for a public laneway.
- **On-site Car Parking provisions:**

Commercial: 1 bay per 30 square metres of GFA.

Residential: As per the Residential Design Codes.
- **Landscaping:**

In lieu of minimum on-site provisions, a development contribution shall be made to the local government towards landscaping upgrades in the adjacent streets at a prescribed rate per square metre of site area.
- **Built form design requirements:**
 - i Ground floor commercial uses shall maximise the provision of shop front glazing (from a maximum sill height of 500mm to at least 2.4m above floor level) for 60% of the building frontage to the adjacent streets.
 - ii All commercial street frontages built to within 2.5metres of the front boundary shall incorporate a veranda or roof overhang to provide pedestrian shelter over the adjacent footpath with a minimum of footpath overhang of 3 metres and a minimum height of 3 metres.
- **Development of a Single House:**

Development of a single house shall only be permitted where;

 - i In the opinion of the local government, it is consistent with the sub-precinct objectives;
 - ii Design and location on the lot is such that further development of the site to achieve the minimum R40 density over the lot is not compromised;
 - iii An area suitable for or adaptable to a home-based workspace or office is incorporated at street level: and
 - iv if subdivision is proposed, construction being completed to plate height prior to WAPC approval to a Deposited Plan or Strata Plan.

6.3 RESIDENTIAL INNER FRAME SUB-PRECINCT

The Residential Inner Frame Sub-Precinct immediately abuts the Central and Mixed Use Sub-Precincts and its primary role is to increase the number of people living close to the shopping centre and associated employment opportunities. Vacant land and the older housing in poor condition provides an opportunity to encourage development to a higher density and provide a variety of housing. Increased density will complement the redevelopment of the commercial precincts and provide an opportunity to significantly improve the appearance of the streetscapes surrounding the neighbourhood centre. DoH land holdings provide an opportunity to provide demonstration projects which show how existing single residential development can be redeveloped into attractive medium density housing.

6.3.1 Desired Outcomes:

- To increase the number people living within the Inner Frame Sub-Precinct by encouraging redevelopment to a higher density.
- To redevelop vacant land as a priority in order to remove the urban blight.
- Consolidate redevelopment sites in order to encourage better design outcomes.
- Create attractive streetscapes by upgrading footpaths, providing street trees and street furniture.
- Encourage the DoH to redevelop its land holdings as demonstration projects showing how single residential housing can be attractively developed as medium density housing.



RESIDENTIAL INNER FRAME SUB-PRECINCT DEVELOPMENT GUIDELINES

Land Use

Notwithstanding those uses generally permissible under Table 1: Zoning Table, within the Residential Inner Frame Sub-Precinct, the following uses are 'D' discretionary uses:

- Aged or dependant Persons' Dwellings
- Aged Persons' Village
- Single House

Notwithstanding those uses generally permissible under Table 1: Zoning Table, within the Residential Inner Frame Sub-Precinct, the following uses are 'X' not permitted:

- Residential development below the density of the R40 code.

Building Form and Design Criteria

- Density Code: R60 (Minimum R40).
- Plot Ratio: Maximum 1:1.
- Height: Maximum of 3 storeys with a maximum building height of 12metres as per category C in Table 3 of the Residential Design Codes.
- Minimum setbacks:
 - Primary Street: As per R Codes.
 - Secondary Street: 1.5metres.
 - Side/rear: as per R Codes
- Vehicle Access:

Vehicle street crossovers shall be limited to one per street (not including ROWs) for each lot. Minimise vehicle street crossovers with a maximum of one per lot.

Encourage reciprocal rights of access to rear of properties where possible.
- Car Parking:

As per R Codes.
- Landscaping:

In lieu of minimum on-site provisions, a development contribution shall be made to the local government towards landscaping upgrades in the adjacent streets at a prescribed rate per square metre of site area.

- Single House Development:

Development of a single house shall only be permitted where;

- i In the opinion of the local government, it is consistent with the sub-precinct objectives;
- ii Design and location on the lot is such that further development of the site to achieve the minimum R40 density over the lot is not compromised; and
- iii If subdivision is proposed, construction being completed to plate height prior to WAPC approval to a Deposited Plan or Strata Plan.



6.4 RESIDENTIAL OUTER FRAME SUB-PRECINCT

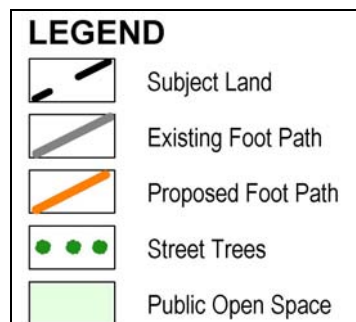
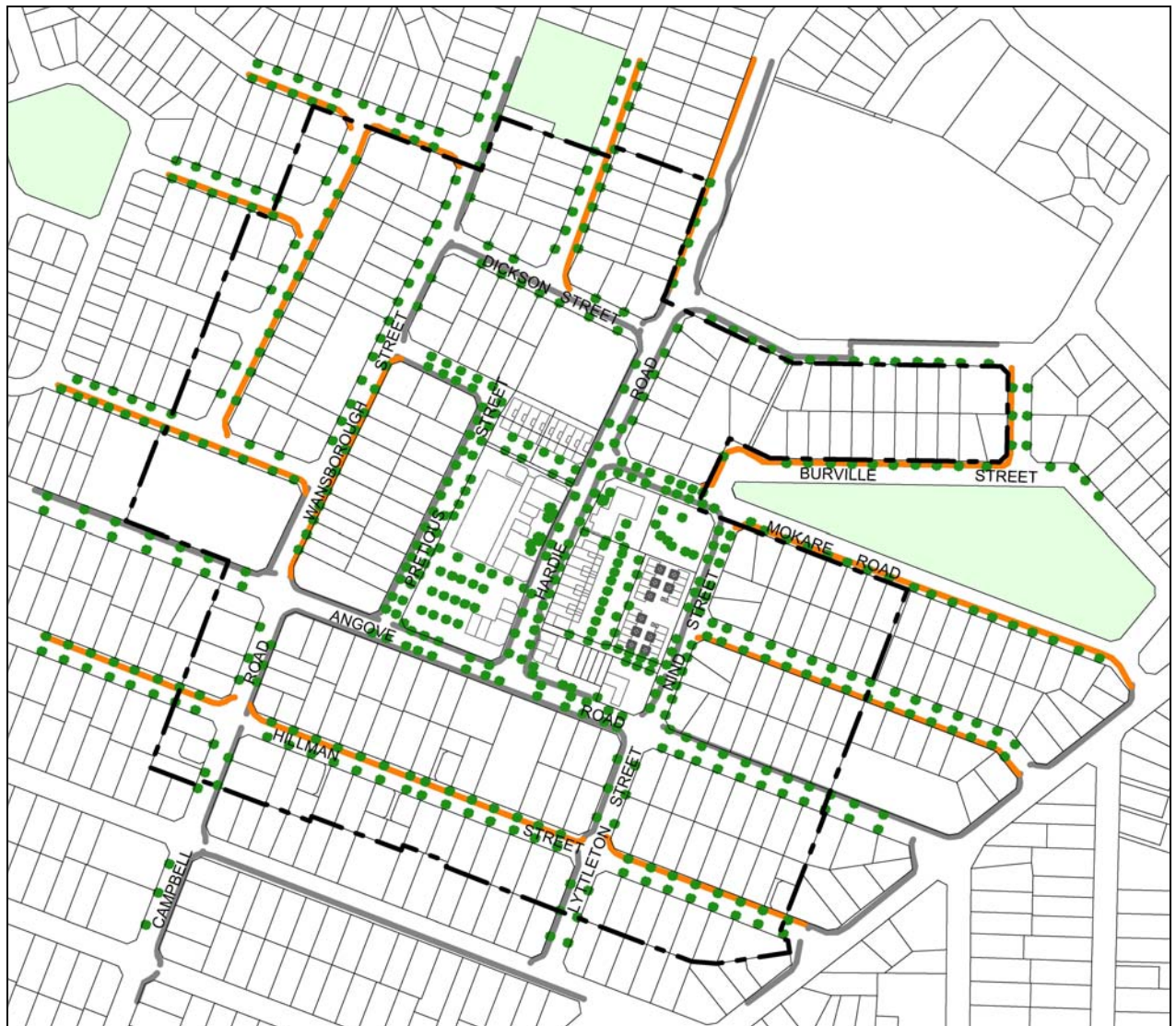
The Residential Outer Frame Sub-Precinct incorporates the balance of the Spencer Park Precinct Plan which is located within four hundred metres of the neighbourhood centre. As with the Inner Frame Sub-Precinct the primary role of the Outer Frame Sub-Precinct is to consolidate residential housing within walking distance of the centre. There is a concentration of older DoH properties in the area to the north of Angove Road which provide an opportunity to redevelop the area to higher density and improve the associated streetscapes. As many of the DoH's properties are adjacent to each other, there is an opportunity for sites to be amalgamated to facilitate well designed housing outcomes. Adoption of the DoH's 'New Living' initiatives would enable the quality of the streetscapes to be significantly improved and encourage redevelopment of privately held property.

6.4.1 Desired Outcomes

- To increase the number of people living within the Outer Frame Sub-Precinct by encouraging redevelopment to a higher density.
- To capitalise on the opportunity to redevelop consolidated sites in order to achieve better design outcomes.
- Encourage the DoH to incorporate the area into its 'New Living' program in order to improve the streetscapes and encourage redevelopment of property.
- Upgrade and construct footpaths and provide street trees to encourage residents to walk and cycle to the neighbourhood centre.
- Encourage the DoH to review its sales and acquisition program so that sites can be consolidated to facilitate redevelopment.



*Footpaths adjacent to property boundary
and nature strip with street trees abutting carriageway.*



Street Improvement Plan

RESIDENTIAL OUTER SUB-PRECINCT DEVELOPMENT GUIDELINES

Land use

Notwithstanding those uses generally permissible under Table 1: Zoning Table, within the Residential Outer Frame Sub-Precinct, the following uses are 'D' discretionary uses:

Single House

Notwithstanding those uses generally permissible under Table 1: Zoning Table, within the Residential Outer Frame Sub-Precinct, the following uses are 'X' not permitted:

Residential development below the density of the R30 code.

Building Form and Design Criteria

- Density Code: R40 (Minimum R30).
- Plot Ratio: As per R Codes.
- Height: 2 storeys as per R Codes Category B.
- Setbacks: As per R Codes for R 40.
- Vehicle Access: As per R Codes for R 40.
- On site parking: As per R Codes for R 40.
- Fencing: As per R Codes for R 40.



"Affordable" terraced housing.