

2.25 DEVELOPMENT IN THE TOWN CENTRE ZONE

(ADOPTED 28 JUNE 2005)

1. INTRODUCTION

Under the new Town Planning Scheme, the Town Centre zone has replaced the 'Shops', 'Commercial' and 'Office' zones in the main commercial centre of the City. The exact location of this zone is described more specifically on the Scheme maps.

The Town Planning Scheme allows that the following uses may be considered in this zone:

Permitted use

Amusement facility	Exhibition centre
Cinemas/theatre	Home business
Home business	Home occupation
Home occupation	Home business
Home business	Local shop (not fish shop)
Local shop (not fish shop)	Restaurant
Dwelling: single	Shop

AA uses

(Not permitted unless Council grants approval after assessing whether the use is consistent with the objectives of and policies for this zone)

Aged/dependent dwelling	Massage rooms
Ancillary accommodation	Medical centre
Child day care/ family care centre	Office
Commercial communications antennae	Open air display
Consulting rooms	Reception centre
Dwelling: grouped	Recreation (private)
Dwelling: multiple	Research and development
Dwelling: single bedroom	Serviced apartments
Educational establishment	Showroom
Fish shop	Special (licensed) facility
Funeral parlour	Take away food outlet
Health studio	Telecommunications infrastructure
Hotel/motel/tavern	Veterinary clinic/hospital
Industry (service)	Warehouse
Laundromat	

SA uses

(Not permitted unless Council grants approval after giving special notice in accordance with Clause 26 of the scheme and after assessing whether the use is consistent with the objectives of and policies for this zone)

Amusement centre	Lodging house
Bed & breakfast	Night club
Club premises	Nursing home
Convenience store	Parking station
Industry	Place of public worship
Light industry	Service station

The Town Planning Scheme does not permit the following uses in this zone:

Hospital
Industry: hazardous/noxious

Retirement village

2. OBJECTIVES

- 2.1 To encourage the development of high quality buildings of special character commensurate with their location within the Town Centre of Subiaco;
- 2.2 To encourage vibrant and diverse uses, including residential, which promote the area as the Town Centre of Subiaco;
- 2.3 To foster greater pedestrian, cycle and public transport accessibility through appropriate design measures which promote greater pedestrian use and linkages between uses and modes of transport;
- 2.4 To encourage retention of the heritage character by reinforcing original development patterns and by the recycling of original building stock, and in addition, ensuring new development is appropriately designed and has due regard of the unique character of the area;
- 2.5 The protection of the amenity of areas adjacent to the Town Centre Zone;
- 2.6 To ensure the development of continuous 'shop-front' development along street frontages in accordance with Main Street design principles, and avoid disruption caused by blank or uninteresting building;
- 2.7 To discourage the undue aggregation of entertainment facilities characterised by after-hours operation and by low levels of activity during normal shopping hours.

3. PURPOSE OF THE POLICY

- 3.1 To provide clear guidance to developers as to what is desirable and required in order to be considered to be acceptable development in this zone.
- 3.2 To provide clear guidance to planners in how to assess applications for either single use or mixed-use developments in this zone.
- 3.3 To provide clear guidance to elected members in how to determine proposals in this zone – leading to consistency in decision-making.

4. POLICY

4.1 DEVELOPMENT CONTROLS

<i>Plot ratio</i>	<ol style="list-style-type: none">1. Maximum of 1.33 for development, which does not accommodate both residential and non-residential uses.2. May be increased to a maximum of 2.0 if a mixture of residential and non-residential uses is proposed, provided that at least 75% of the bonus 0.77 is used for residential purposes.
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<i>Density</i>	<ol style="list-style-type: none">1. The maximum number of residential units permissible in any mixed-use or purely residential development in this zone shall be calculated by dividing the maximum permissible <u>residential</u> floor area (determined by the plot ratio) by 100m² for dwellings with more than one bedroom.
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	<ol style="list-style-type: none"> 2. A 50% density bonus may be applied to single bedroom dwellings. 3. For purely non-residential developments, no density provision shall apply.
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<i>Setbacks</i>	<ol style="list-style-type: none"> 1. Setbacks from the street alignment to be determined by Council, having regard for the streetscape and the existing building setbacks on adjacent land and in the immediate locality. 2. Development will, however, generally be required to be built up to the street alignment (ie. to the footpath). Exceptions may be allowed in certain circumstances, for example to provide a forecourt area for outdoor eating. In such cases a suitable low wall or other device may be required in order to provide a demarcation between the public footpath and private court. In other cases continuity of awning or verandah around the forecourt may be required, depending on the activities involved in the development.
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<i>Height</i>	<ol style="list-style-type: none"> 1. Any new development or renovation behind a retained portion of an existing building shall be fully contained below a 12 metre maximum height. 2. New building facades shall be compatible in height with existing buildings on either side and in the immediate locality. The portion of the building fronting the street shall not exceed 9 metres in height. 3. The Council may permit buildings up to 15 metres overall height where the additional upper portion of the building is set back at least 6 metres from the street. <p>NOTE In the case of building height between 12 metres and 15 metres, a pro-rata setback is to be provided, based on a height control line drawn from the 12 metre height limit at the street frontage to the 15 metre height limit at a setback of 6 metres from the street.</p>
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<i>Open space</i>	<ol style="list-style-type: none"> 1. There is no requirement for the provision of general open space or communal open space on properties within this zone, unless the site is developed for residential purposes only and then a minimum communal open space of 20% of the site shall be provided. 2. Each dwelling unit shall be provided with its own private balcony, which: <ul style="list-style-type: none"> • is accessible exclusively by the occupant of that dwelling unit; • is accessible directly from an appropriate habitable living area within the dwelling unit; and • has a minimum dimension of 2 metres and a minimum area of 10 square metres.
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<i>Car parking</i>	<ol style="list-style-type: none"> 1. The number of car parking bays required for the development shall be provided in accordance with Table 2 (Part 6) of the Town Planning Scheme.
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	<ol style="list-style-type: none"> 2. If a mixed-use development is proposed, the number of car parking spaces required for the overall development shall be calculated separately for each part of the building used for a different purpose. 3. For mixed-use developments, the Council may allow the provision of fewer bays than necessary under Table 2, provided that: <ul style="list-style-type: none"> • the applicant is able to demonstrate to the Council that the peak hours of operation of the different uses on the land are different or do not substantially overlap; • the bays are clearly marked limiting the purpose for which the parking may be used at different times of the day; and • the concession on the number of bays to be provided does not exceed 25% of the total number of bays required for the development under Table 2 of the Scheme. 4. Undercroft or basement parking areas, which may be visible from the street, are to be screened from views from the street by suitable vegetation or other permanent screening mechanism. 5. Only one crossover will be permitted to each lot, except in circumstances where: <ul style="list-style-type: none"> • the nature of the development on the site requires or warrants an additional crossover; and • it can be demonstrated that the provision of more than one crossover will have no adverse effects on vehicular or pedestrian traffic and will result in no conflict between the two. 6. Rights-of-way may be used for property access and servicing, but not through traffic. 7. Where possible, the provision of full underground parking is encouraged.
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4.2 OTHER DESIGN REQUIREMENTS

<p><i>Scale and character</i></p>	<ol style="list-style-type: none"> 1. All new development or redevelopment of existing buildings to be of a type and character appropriate to Hay Street and Rokeby Road. This character is described in more detail in the 'Design Guidelines for Hay Street and Rokeby Road (1990)', which have been condensed and adapted under the section <i>Preferred Design Elements</i> below. 2. Where there is an identified, heritage significance in an area, the heritage character of the area is to be retained by the reinforcement of original development patterns and the recycling of existing building stock. 3. All new development or redevelopment of existing buildings is to respect and be sympathetic to (whilst not necessarily matching or mimicking) the scale and character of existing surrounding developments.
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<i>Separation of Uses</i>	<ol style="list-style-type: none"> 1. The address and entrance to the residential component shall be kept separate and secure from that for the non-residential uses. 2. The rubbish bin areas, letterboxes, laundry facilities, clothes drying areas and other similar facilities and services for the residential component shall be kept separate from the areas designated for similar uses for occupants of the non-residential component. 3. There shall be no overlooking of the internal living spaces or private outdoor areas of the residential units from any point in the non-residential component of the development. 4. The residential component shall be designed to prevent any unreasonable loss of privacy, to the satisfaction of the City, between any of the dwelling units in the development. 5. Visual and acoustic privacy within the development and of adjoining residential development is to be considered in the design and addressed through the use of landscaped buffer strips, walls, screens, fencing and the shading of elevated lighting.
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<i>Security</i>	<ol style="list-style-type: none"> 1. The entrance to the residential component shall be kept separate and secure from that for the non-residential uses. 2. Parking areas used by residents of the dwelling units should not be accessible by the general public outside of normal business hours. 3. All parking areas, accessways and entrances to be well-lit. 4. All spaces should be legible (view lines kept open) and permeable (no dead ends). 5. The development should lend itself to informal surveillance of public areas.
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<i>Storage facilities</i>	<p>Each dwelling unit forming part of any development in this zone shall be provided with an enclosed storage area of 4 square metres. Each of these storerooms shall:</p> <ul style="list-style-type: none"> • be for the exclusive use of the occupants of the unit to which it is allocated; and • be accessible from the outside.
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<i>Loading and unloading and service facilities</i>	<ol style="list-style-type: none"> 1. Areas for the loading and unloading of vehicles carrying goods or commodities shall be provided on the site, of a size and in a location appropriate to the nature of the non-residential uses on the site. 2. Service yards and access for service vehicles are to be provided, which are separate from shop entrances and pedestrian areas, and screened
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	<p>from view by walls, fencing or planting or any combination thereof.</p> <p>3. All air-conditioners and other similar service facilities are to be appropriately located (to the satisfaction of the Council) and are to be screened from the street and from neighbouring properties.</p>
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<i>Landscaping</i>	<ol style="list-style-type: none"> 1. Open space areas and parking areas on the site shall be landscaped and maintained where required by the City and in accordance with the approved plan relating thereto. 2. On-site trees are to be retained, unless it is demonstrated to the satisfaction of the City that it is undesirable or inappropriate to do so. 3. Any proposed reticulation is to extend to any existing or proposed street trees. 4. Improvements to the public domain in the Town Centre are encouraged to be extended into car parking areas, pedestrian lanes and abutting residential areas.
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<i>Clothes drying areas</i>	<ol style="list-style-type: none"> 1. Each dwelling unit to be provided with or have reasonable access to an appropriate area for the drying of clothes. Alternatively, a mechanical clothes drier shall be provided within each dwelling unit. 2. The clothes drying areas shall be located and designed to the satisfaction of the Manager Health and Environmental Services and shall be screened adequately and appropriately (to the satisfaction of the City) from: <ul style="list-style-type: none"> • other dwelling units within the development; • non-residential areas within the development, which are accessible to members of the general public; • adjoining developments; and • the surrounding area in general. 3. The location of mechanical clothes drying facilities within each dwelling unit is to be to the satisfaction of the Manager Health and Environmental Services.
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<i>Additional facilities</i>	<ol style="list-style-type: none"> 1. Over and above the basic requirements of the Building Code of Australia, designers of all new developments and significant redevelopment of existing buildings are encouraged to include the provision of facilities for the disabled. 2. In the design of any new development or any redevelopment of existing buildings, applicants are encouraged to include pedestrian and bicycle accessibility to the development together with shared or separate end-of-trip facilities (showers, lockers and secure bicycle parking being provided in the non-residential component of the development. 3. Designers are encouraged to include safe and convenient pedestrian facilities in any development proposal, particularly with respect to weather protection, shade, seating and landscaping.
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	4. Designers are also encouraged to include features such as arcades, colonnades, verandahs, awnings and open, sheltered courtyards.
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<i>Bollards</i>	In order to protect the integrity of the traditional Subiaco streetscape, the construction of bollards or other similar security mechanisms, will not be permitted in areas outside of the development or inside the development where they are easily visible from adjoining streets and other public spaces.
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5. PREFERRED DESIGN ELEMENTS

The design elements listed below have been adapted from the 'Design Guidelines for Hay Street and Rokeby Road (1990)'. They are intended to guide the designer of new developments or those redeveloping existing buildings in this zone, as to what is considered the appropriate form and style for this location.

<i>Scale of building facades</i>	<ol style="list-style-type: none"> 1. New buildings or redevelopment of existing buildings should respect and be sympathetic to (whilst not necessarily mimicking) the existing scale of adjoining buildings. 2. The façade treatment below awning level should be designed to emphasise the vertical articulation typical of traditional Subiaco development. Each shopfront and its respective entrance should be distinct and clearly separated from adjoining shopfronts and entrances. 3. Low buildings or buildings with a horizontal emphasis are considered undesirable.
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<i>Shopfronts</i>	<ol style="list-style-type: none"> 1. Modern shopfronts are welcomed provided that they are not out of scale and they have a rhythm that is compatible with existing shops. They should not present large, unrelieved, flat expanses of glass. Large shopfronts should be broken up by mullions or changes of plane or other means. 2. Shopfronts and window displays shall be visually accessible at night as well as during business hours. The use of visually impermeable security screens or doors, which would restrict the visibility of the inside of the premises or affect the harmony of the streetscape, will not be permitted.
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<i>Filling the gaps</i>	<ol style="list-style-type: none"> 1. New developments and redevelopment of existing buildings are required to be built from side boundary to side boundary, to provide continuity of street facades. 2. Exceptions to this will be where it is proposed to create an access way to enable people to walk from the street through to car parking or other activities. 3. In some cases it may be necessary to provide a larger gap for vehicular
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	<p>access to parking areas or service areas. However the location and number of these will be strictly controlled and will only be permitted where there is no right-of-way to the rear of the property or where other circumstances prevail to warrant the crossover.</p>
<i>Rear-facing development</i>	<p>The rear of properties, especially where they face car parking or other public areas should incorporate design elements to aesthetically improve these facades thereby making them more interesting. This will improve the interrelationship between the rear facades and the public spaces that they open onto.</p>
<i>Arcades and alleyways</i>	<ol style="list-style-type: none"> 1. Pedestrian connections, in the form of alleyways and arcades, between the street and areas to the rear of buildings should be provided. 2. These alleyways should be finished in a similar material to harmonise with the brick paving of the footpaths. The entrances to the alleyways could be marked by the special treatment of paving at the entrance or by an entry canopy, or both. 3. It is preferable for alleyways to have openings (display windows or entrances) to the shops or whatever uses occur in the buildings on each side. 4. If wide enough, alleyways should be treated as shopping malls or lanes and may even be covered (eg. With a glazed canopy). Street furniture in these locations should preferably be of the same design as used in Hay Street and Rokeby Road.
<i>Architectural detail</i>	<ol style="list-style-type: none"> 1. Alterations to buildings of heritage value should be undertaken to restore the building with integrity as set out in the Burra Charter. 2. The integrity of buildings, which are traditional in form, but of less heritage significance, should still be respected by using matching detail and finishes. Where gross alterations to the original form have been made, the work should be brought back to glazing and masonry in keeping with the original. 3. In the case of new development, the building should be sympathetic to the surrounding development. Buildings which copy the traditional form will not be discouraged and more contemporary forms of expression will not be ruled out.
<i>Awnings and verandahs</i>	<ol style="list-style-type: none"> 1. All new buildings or extensively redeveloped buildings shall be constructed with an awning or verandah for the full width of the building, over the depth of the footpath in front of the building. 2. Exceptions to this may be made in the case of existing heritage buildings, which have been designed not to have a verandah or awning. 3. The design of awnings and verandahs shall be consistent with the style and detail of the buildings to which they are attached.

<i>Materials, finishes and colours</i>	<p>3.1 At the street facades, buildings should have predominantly glazed shopfronts below awning or verandah level and masonry above that level.</p> <p>3.2 Shopfront glazing may be framed in timber or metal, but heavy aluminium detailing will not be permitted. In general very large areas of unframed glass will not be permitted.</p> <p>3.3 Masonry below awning level may be rendered or tiled. Tiling should be carefully selected and appropriate to the architectural character of the building as a whole.</p> <p>3.4 Facades above awning level should be totally of masonry or, where windows are present, predominantly of masonry.</p> <p>3.5 Garish or dark colours (other than brick red) will not be supported on large surfaces.</p>
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6. DEFINITIONS

Plot ratio: The ratio of the floor area of a building to the area of land within the boundaries of the lots on which that building is located except for residential development where the term shall have the same meaning given to it in the Residential Planning Codes.

Floor area:

For any private residential component of the building: the meaning outlined in the definition of plot ratio in the Residential Planning Codes.

For any non-private residential component of the building: the gross total area of:

- Each of the floors of a lodging house; or
- Those parts of each of the floors used for residential purposes of a hotel, motel, a private hotel, a serviced apartment, an educational establishment, an institutional building or a hospital which accommodates members of staff of the hospital, including the area of passages, lobbies, amenities and accessways, but shall not include the area of lift shafts, stairs, plant rooms, non-habitable floor space in basements, private car parks and any portion of an open balcony which portion is of not more than 2.4 metres in depth provided that the longest side of the balcony has no enclosure other than a balustrade of not more than 1.05 metres in height and to which there is no access other than by way of the tenancy of which it forms an exclusive part; and

For any non-residential component of the building: the gross total area of each of the floors of the building including the area of car parking spaces in public fee-paying car parks but shall not include the area of private car parks, the areas of lift shafts, stairs, toilets, amenities, plant rooms and the thickness of any external walls.

Fronting: The site is required to have its primary or main façade or entrance point on Hay Street or Rokeby Road.

Height, building: The same meaning given to it in the Residential Design Codes and the term 'overall height' shall have the same meaning.

Height, wall: The same meaning given to it in the Residential Design Codes.

Single bedroom dwelling: A dwelling which contains a living room and no more than one other habitable room which is possible to use as a bedroom.