



TOWN OF
VICTORIA PARK



TOWN OF VICTORIA PARK

Local Planning Scheme No.2

Amendment No.1 –
Oats Street Station Precinct Structure Plan

CONTENTS

1.	INTRODUCTION	4
1.1	Purpose	4
1.2	Background	4
2.	Amendment area and context	5
2.1	Location	5
3.	Planning Considerations	6
3.1	State and Regional Planning Context	6
3.2	Local Planning	12
4.	Planning Justification	15
4.1	Community Engagement	15
4.2	Application of Amendment Provision to Structure Plans	18
4.3	Application of the R-Codes	18
4.4	Application of SPP7.2 Precinct Design Guidelines Elements	19
5.	Proposed Scheme Amendment	25
5.1	LPS2 Scheme Text	25
5.2	LPS2 Scheme Map Modifications	26
5.3	Amendment Type	30
6.	Conclusion	30
7.	Appendices	37
▪	Appendix 1 – Oats Street Station Precinct Structure Plan (OSSPSP) Report	37
▪	Appendix 2 – Preferred Growth Scenario (Council Endorsed)	37

1. INTRODUCTION

1.1 Purpose

This report details the required scheme text and scheme map changes proposed to Local Planning Scheme No.2 (LPS2) to implement the Oats Street Station Precinct Structure Plan (OSSPSP).

1.2 Background

The Town of Victoria Park Local Planning Strategy (Strategy) was endorsed by the Western Australian Planning Commission (WAPC) on 31 May 2022.

The Strategy identifies the Oats Street Station Precinct (the Precinct) as a priority neighbourhood for the Town to undertake detailed precinct planning consistent with the WAPC's Central Sub-Regional Planning Framework. The Precinct has the potential for intensification of development capitalising on the transformation of the Oats Street station currently being undertaken through the State government's METRONET Victoria Park-Canning Level Crossing Removal project. The project will deliver a new Oats Street station, level crossing removal and new linear parkland under the elevated rail, in addition to the existing community activity in the area associated with Aqualife and TAFE.

The Town commenced the Oats Street Station Precinct Structure Plan project in November 2023, investigating opportunities for growth and improvement, engaging the community, businesses, and other key stakeholders to develop a precinct structure plan to guide long-term redevelopment. Two growth scenarios, a 'Consolidated Core' and 'Distributed Density', provided different options for growth and change in the precinct to accommodate more housing and an appropriate extent and mix of commercial land uses to achieve the State Government and Town's strategic objectives.

In May 2024, following a public comment period, the Council of the Town of Victoria Park endorsed a preferred growth scenario that considered support for various components of each scenario, generally comprising.

- Consolidating higher density Mixed Use redevelopment opportunities, up to 10 storeys, closer to the train station to leverage investment from METRONET.
- Extending Mixed Use redevelopment opportunities down Milford Street (north side and part of the sound side) to create a strong link between the station and St James Town Centre (Albany Highway) allowing for building heights up to 6 storeys.
- Extending Mixed Use redevelopment opportunities along part of Swansea Street East to Welshpool Road to leverage the amenity from the recently upgraded Forward Reserve.
- Up-coding of existing residential areas to encourage redevelopment of properties for medium density villas, townhouses and mid-rise apartments (up to 3-4 storeys).
- Retain a portion of the existing light industrial area for light industry and mixed business/commercial (no residential) to allow for the ongoing diversification of businesses in this area and to landbank this area for potential redevelopment in the longer term.

- Retain Aqualife and TAFE as Reserves, noting opportunities for master planning and future redevelopment through other processes.

The endorsed preferred growth scenario (Appendix 2) has informed the basis for the preparation of the draft Oats Street Station Precinct Structure Plan, provided at Appendix 1.

2. AMENDMENT AREA AND CONTEXT

2.1 Location

The Oats Street Station Precinct is located across East Victoria Park and Carlisle, approximately 8km from Perth Central Train Station, and centred around the soon to be redeveloped METRONET Oats Street Station (Figure 1).

The area currently supports a diversity of land uses including light industrial and service commercial businesses, entertainment and recreational businesses, low to medium density residential development, retail markets (Swansea Street), TAFE and the Aqualife recreation facility.

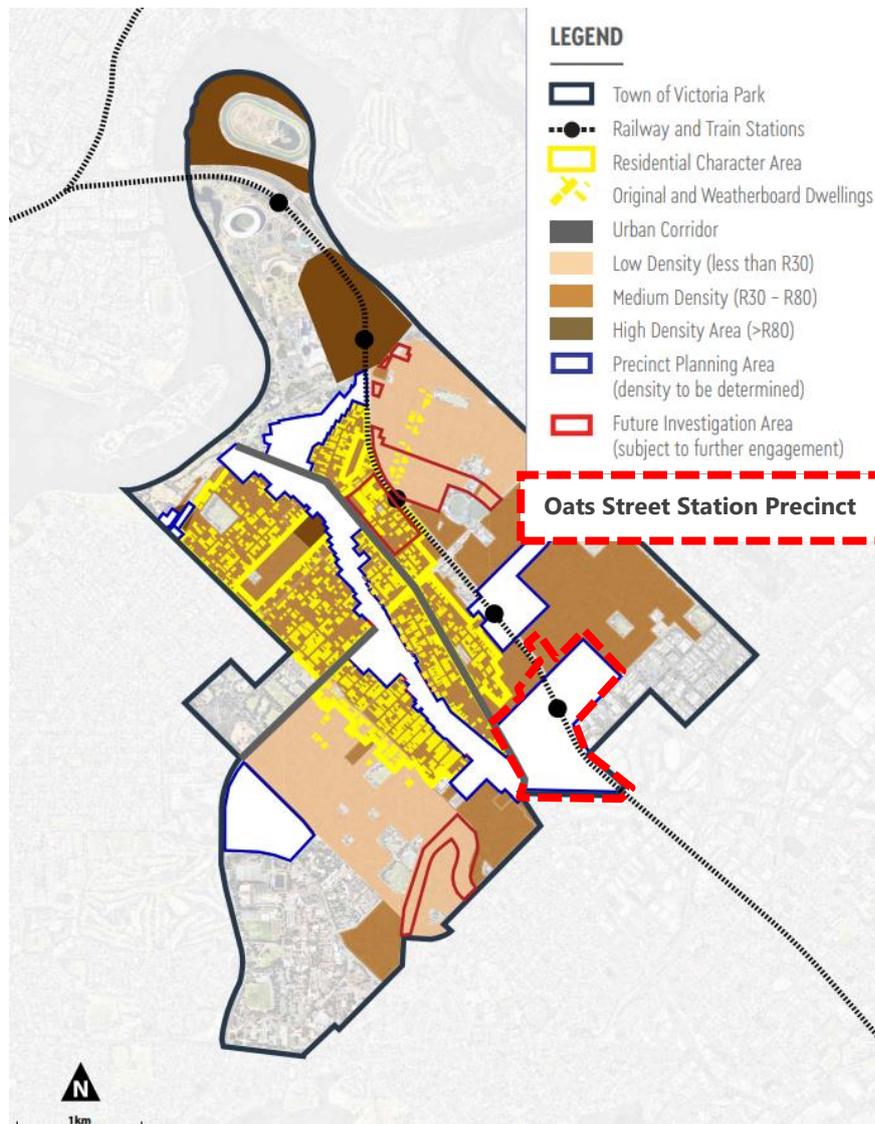


Figure 1. Local Planning Strategy - Housing and Precinct Planning Areas

3. PLANNING CONSIDERATIONS

3.1 State and Regional Planning Context

State Planning Policy 1 – State Planning Framework (SPP1)

The Western Australian Planning Commission’s SPP1 brings together existing State and regional policies, strategies, plans and guidelines within a central State Planning Framework. It sets the context for decision-making on land use and development within Western Australia. The framework informs the Commission, local government and others involved in the planning process on State level planning policy which is to be taken into consideration to ensure integrated decision-making across all spheres of planning. Planning instruments which comprise the State Planning Framework (refer to Figure 2) include:

- The *Planning and Development Act 2005* (PD Act) and associated Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations);
- State Planning Policies;
- Regional and Sub-regional strategies;
- WAPC Operational policies; and
- WAPC Position statements and Guidelines

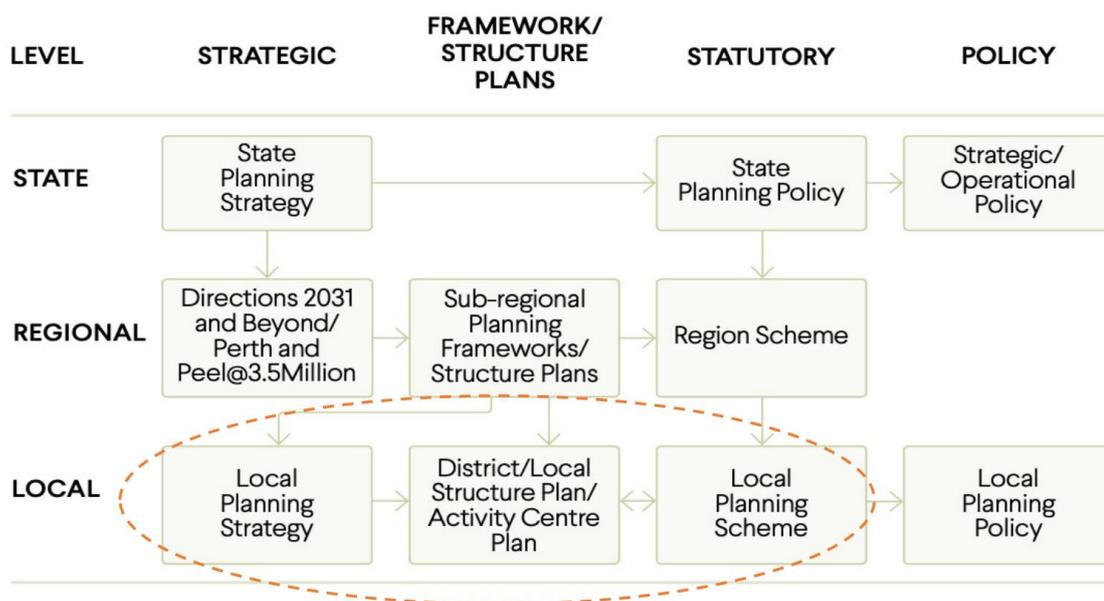


Figure 2: Western Australian Planning Framework

State Planning Strategy 2050

The State Planning Strategy 2050 is the State Government’s strategic planning response to the challenges Western Australia is likely to face in the future. It contemplates a future in which high standards of living, improved public health and an excellent quality of life are enjoyed by present and future generations of Western Australians.

The Strategy proposes that diversity, liveability, connectedness and collaboration must be central to the vision of sustained growth and prosperity. Railways are identified by the Strategy as a

major element of physical infrastructure required to sustain the State’s growth. Efficient transport improves productivity and reduces bottlenecks in terms of economic growth. Western Australia’s size and distance from global and domestic markets necessitates reliable and effective transport and infrastructure networks.

The State’s METRONET project and the revitalisation of the area through the OSSPSP will create new and connected open spaces, parkland and community infrastructure for the local area, driving activation and urban renewal consistent with the objectives of the State Planning Strategy.

Perth and Peel @ 3.5 million Central Sub-Regional Planning Framework

The State Government’s metropolitan planning strategy, Perth and Peel @3.5million Central Sub-Regional Framework, designates land around Oats Street train station as an Activity Centre (including the land zoned Light Industry under LPS2) and Oats Street and Shepperton Road as Urban Corridors. The Central Planning Framework seeks to optimise the use of land in these locations close to existing public transport infrastructure through targeted increases in the density and diversity of housing, business activity, jobs and community activities.

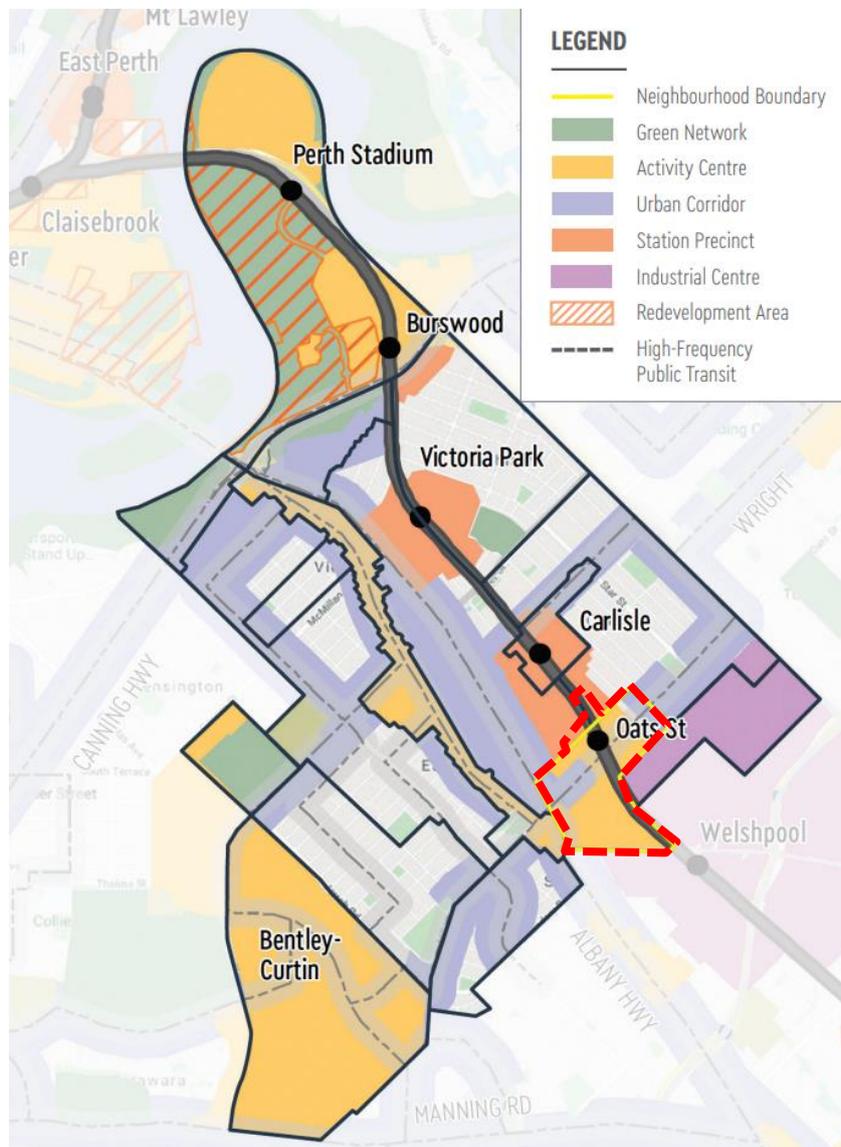


Figure 3. Perth and Peel @3.5million Central Sub-Regional Framework – Victoria Park

Metropolitan Region Scheme

The Metropolitan Region Scheme (MRS) defines the future use of land and provides the legal basis for planning in the Perth Metropolitan Region, dividing it into broad zones and reservations.

The Oats Street Station precinct area is primarily zoned 'Urban' in addition to land reserved for Railways, Public Purposes (TAFE) and minor portions of 'Primary Regional Roads' applicable to Shepperton Road.

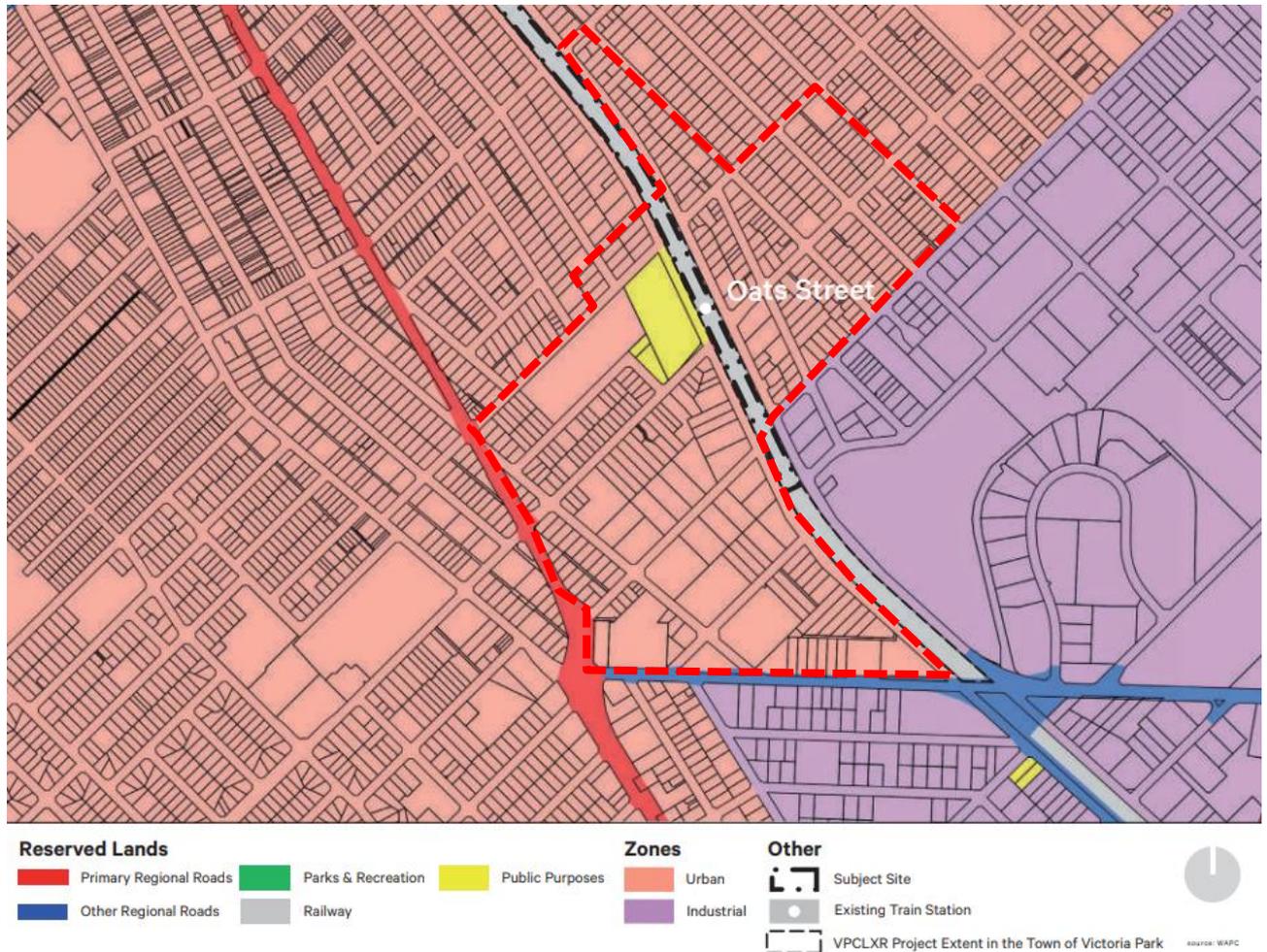


Figure 4. Metropolitan Region Scheme – Oats Street Station Precinct Area

METRONET

Planning Control Area No.165 (PCA)

Planning Control Area No.165 (PCA) has been declared under Part 7 of the Planning and Development Act and applies to land within the precinct area (largely consisting of land within the MRS Railways reserve as demonstrated in Figure 5).

A PCA is an enabling planning mechanism that requires that all development within the PCA is to be considered and determined by the WAPC. The PCA does not materially affect the OSSPSP or Amendment 1.

Railway (METRONET) Act 2018

The *Railway (METRONET) Act 2018* (METRONET Act) provides that METRONET works can be carried out without the approval of the WAPC where these works are outside of railways reservations.

METRONET works are defined as: works for the purpose of, or in connection with, a METRONET railway but does not include the construction or alteration of a railway station, or any related car parks, public transport interchange facilities or associated means of pedestrian or vehicular access. The METRONET Act does not materially affect the OSSPSP or Amendment 1.

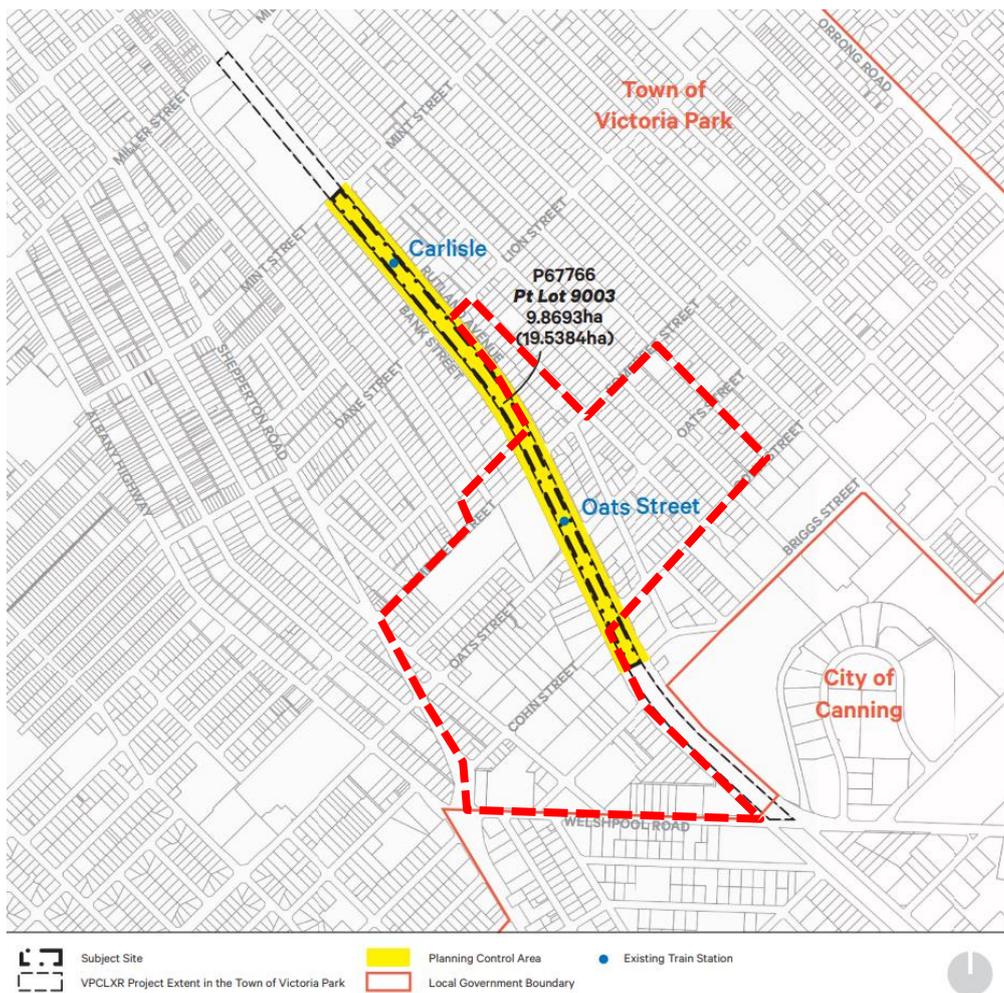


Figure 5. Planning Control Area No.165

State Planning Policy 2.0 - Environment and Natural Resource (SPP 2.0)

The purpose of SPP 2.0 is to create a framework for the management and protection of biodiversity and natural resources throughout Western Australia. The SPP 2.0 aims to integrate issues of environmental sustainability and conservation into broader planning decision-making whilst efficiently and sustainably managing the State's natural resources. SPP 2.0 is relevant to the protection and enhancement of environmental features within the Oats Streets Station precinct and implementation of sustainability measures.

State Planning Policy 3.0 - Urban Growth and Settlement (SPP 3.0)

SPP 3.0 sets out the principles and considerations which apply to planning for urban growth and settlements in Western Australia. The proposed OSSPSP and this amendment will facilitate development of a well-planned transit-oriented development, focused on Oats Street Station, that provides a mix of land uses (including residential and public open space) and a range of housing choices, consistent with the intent of SPP 3.0.

State Planning Policy 3.6 - Infrastructure Contributions (SPP 3.6)

SPP 3.6 applies to all development within Western Australia that results in an increase of demand for additional infrastructure, services and facilities. The proposed OSSPSP and this Scheme Amendment are consistent with the intent of SPP 3.6.

State Planning Policy 4.1 – Industrial Interface (SPP 4.1)

SPP 4.1 guides land use planning for industrial and sensitive land uses. Given there are existing Industrial land uses within the Oats Street Station precinct, the provision of more residential within the precinct may prevent Industrial uses from expanding their operations or new Industrial uses emerging within the precinct unless they can mitigate/contain their impact. The OSSPSP and this scheme amendment consider provisions to require future redevelopment incorporating sensitive land uses to demonstrate that any impacts on non-conforming land uses that continue operating are appropriately avoided, mitigated or managed consistent with the intent of SPP4.1.

State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2)

The policy guides the size and mix of commercial activity, density of housing and built form and urban design of Activity Centres according to a hierarchy of centres of varying sizes and functions. Oats Street is designated as a District activity centre according to the hierarchy of Centres in SPP 4.2 although the boundaries of the centre are not specifically defined.

District Centres have a focus on servicing the daily and weekly needs of residents and their relatively smaller scale catchment enables them to have a greater local community focus and provide services, facilities and job opportunities that reflect the particular needs of their catchments. District Centres should support a mix of land uses and office development should complement the function of the centre.

The OSSPSP and this Scheme Amendment has been prepared in a manner to meet the residential density targets and commercial land use intensity and mix desired by SPP4.2 for a District Centre.

State Planning Policy 5.4 - Road and Rail Noise (SPP 5.4)

SPP 5.4 applies to the preparation and assessment of planning instruments, including region and local planning schemes; planning strategies, structure plans; subdivision and development proposals, where there is proposed:

- Noise-sensitive land-use within the policy's trigger distance of a transport corridor
- New or major upgrades of roads
- New railways or major upgrades of railways as specified or any other works that increase capacity for rail vehicle storage or movement and will result in an increased level of noise.
- This is achieved by the application of relevant 'trigger distances' around railways and significant roads. The purpose of the trigger distances is to ensure noise management and mitigation is considered as early as possible in the planning process.

The proposed OSSPSP and this Scheme Amendment are consistent with the intent of SPP 5.4.

State Planning Policy 7.0 – Design of the Built Environment

SPP7.0 is the lead policy that elevates the importance of design quality across the whole built environment in Western Australia. It seeks to deliver the broad economic, environmental, social and cultural benefits that derive from good design outcomes.

The policy includes 10 principles of good design, which are the foundation of the policy framework:

- Context and Character
- Landscape Quality
- Built Form and Scale
- Functionality and Built Quality
- Sustainability
- Amenity
- Legibility
- Safety
- Community
- Aesthetics

State Planning Policy 7.2 Precinct Design (SPP7.2)

SPP 7.2 Precinct Design applies to the preparation and assessment of planning proposals for areas that require a high level of planning and design. SPP 7.2 and its associated guidelines provide guidance on the design, assessment and implementation of precinct structure plans, local development plans, subdivision and development in areas identified as precincts.

The Oats Street Precinct Structure Plan has been prepared generally in accordance with SPP.7.2 and the supplementary Precinct Design Guidelines.

State Planning Policy 7.3 Residential Design Codes (R-Codes)

The R-Codes provides planning and design provisions for residential development across Western Australia. The R-Codes aim to facilitate an appropriate standard of housing, encourage

more diverse types of housing, promote sustainability and outline assessment pathways to facilitate better residential outcomes for occupants.

The R-Codes are divided into two volumes. R-Codes Volume 1 applies to all single house and grouped dwelling developments; and multiple dwelling development in areas coded R10 to R60. R-Codes Volume 2 applies to multiple dwelling (apartment) developments in areas coded R80 and above and R-AC. Any dwellings in a mixed-use development are considered to be multiple dwellings and the relevant volume applies.

Local governments may, with the approval of the WAPC, prepare precinct structure plans that amend or replace development provisions of the R-Codes.

The OSSPSP has been prepared to maximise consistency with the R-Codes and does not vary any provisions of the R-Codes Vol1.

A limited number of Acceptable Outcome provisions of the R-Codes Volume 2 are recommended to be amended or replaced by the OSSPSP in response to local context as follows:

- Section 2.2 – Building Height
- Section 2.3 – Street Setbacks
- Section 2.4 – Side and Rear Setbacks
- Section 2.5 – Plot Ratio
- Section 3.8 – Vehicle Access
- Section 3.9 – Car and Bicycle Parking

3.2 Local Planning

Local Planning Strategy

The Town's Local Planning Strategy objectives for the Oats Street neighbourhood identifies the areas potential for maximising development opportunities within the Station Precinct.

The Strategy provide strategic direction to guide future updates to the local planning framework with the following objectives:

- *OS.1 To maximise higher density residential and mixed-use development close to the Oats Street station and high frequency bus services.*
- *OS.2 To ensure an appropriate transition in built form and scale between future higher density development and surrounding lower scale development.*
- *OS.3 To address gaps in the provision of Public Open Space as per the Public Open Space Strategy*

Local Planning Scheme No.2 (LPS2)

Local Planning Scheme No. 2 (LPS2) was approved by the Minister for Planning in November 2024 and gazetted on the 18 December 2024. LPS2 is the primary statutory instrument that controls and guides development within the Town.

The LPS2 Scheme Map sets out the region scheme reserves, local scheme reserves, local scheme zones and additional information that applies to land within the scheme area. Under the LPS2 Scheme Map, the Oats Street Station precinct has a range of a zones and reserves as per Figure 6, notably:

- Residential zone - generally R40 west of the trainline; generally R30 east of the trainline.
- Mixed Use portion of the precinct abutting Welshpool Road is coded R60.
- Mixed Use properties adjacent to the station are coded R-AC4.
- Light Industry: south portion of the precinct abutting Welshpool Industrial Area.
- Local Centre: corner of Bishopsgate and Oats Streets.
- Public Open Space local reserves.
- Recreation local reserve (Aqualife).
- Civic and Community Purpose local reserve (vacant Town owned property at 71 Oats Street)
- Various local and regional road reserves.
- Railways regional reserve.
- Public purpose (Technical school) regional reserve (TAFE).

Under the LPS2 Scheme Text, Clause 32 includes site and development requirements which apply to specific zones within the Oats Street Station precinct area summarised as follows:

- ASR1 - Residential dwellings at the ground floor of mixed-use developments in the Mixed Use and Local Centre zones must be located behind non-residential uses at the street frontage.
- ASR2 - The R-Codes (building height, plot ratio, street and side setbacks) requirements apply to non-residential only development in the Residential, Mixed Use, Local Centre zones.
- ASR3 - Development in the Light Industry zone is specified at 3 storey maximum with a maximum plot ratio of 1:1.

4. PLANNING JUSTIFICATION

4.1 Community Engagement

Preliminary Community, Businesses and Stakeholder Engagement

The preparation of the OSSPSP has been undertaken with appropriate levels of consultation with relevant stakeholders. A range of consultation activities have taken place to inform the development of this PSP including:

- Ongoing liaison with the Town of Victoria Park elected members.
- Liaison with the Department of Planning, Lands and Heritage (**DPLH**) through its attendance at a scenario testing workshop.
- Ongoing liaison with METRONET and the Public Transport Authority in relation to the location and form of public transport infrastructure within the centre and its design integration with the centre development.
- Liaison with relevant Government authorities including Main Roads WA regarding traffic and access matters and relevant servicing authorities to inform technical reporting. Liaison with Western Power and Water Corporation was also undertaken with key feedback summarised below:
 - Main Roads WA
 - Western Power – long term plan to redevelop the existing sub-station site for power transformer, no space available for other uses. No immediate plans to remaining underground other overhead power lines.
 - Water Corporation - Drainage sumps at capacity, but opportunities for development of open space around sumps, and potential for minor funding available.
- Engagement with Department of Communities who confirmed it has no immediate plans to redevelop any properties located in the precinct, but always interested in reviewing zoning to higher density particularly around train stations
- Engagement with existing landowners to understand development intentions and timing. This includes the TAFE, Aqualife and other key landowners.

Community Engagement

An initial Context Survey of residents, business and broader community (August 2023) found:

- Most attractive aspects of the Precinct we should be maintained and enhanced in a PSP:
 - access to public transport options and accessibility these provided to the wider region.
 - existing business activity.
 - open space and tree canopy.
 - local facilities.
- Least attractive aspects of the Precinct / areas for improvement / future aspirations:
 - safety and security relating to crime, antisocial behaviour and lighting.
 - improve the poor amenity of streets.

- improvements to very poor walking and cycle environment.
opportunities for mixed use redevelopment, transform the industrial area, more and higher density residential development, more retail and general commercial activity.
- more activation and life outside business hours.
- traffic and parking.
- lack of facilities and activities.

Several engagement sessions were held with younger people which found:

- Least attractive aspects of the Precinct / areas for more greening, including natives, dog parks, nature within buildings.
- welcoming spaces day and night, spaces for youth to meet and study, Uber waiting space.
- more energy through pop up cafes, playgrounds, seating, water fountains, markets, youth events, food trucks, murals, inviting architecture, creativity, uniqueness.
- better bike and walking paths, better roads, less traffic.
- more local shopping.

Direct contact and survey engagement with landowners in the existing Industry zone was undertaken, with 13 responses finding:

- Dislikes – vehicle and parking congestion, land use that results in too many vehicles parked on roads, poor amenity of streets / not cleaned, old buildings needing replacement, revamp of whole area.
- Aspirations / opportunities – more and higher density housing near station, more mixed use development near station and transition of industrial to mixed use, more retail, more life during and outside work hours, improvements to amenity and activity from better recreation spaces, improving quality of buildings, communal places that generate people activity, greenery.
- Barriers to development – financial and strata ownership.

Less than 10 landowners in the light industry area have expressed interest in redeveloping their properties in the short-to-medium term.

The aspirations expressed by the METRONET Community Reference Group through earlier precinct planning undertaken by METRONET were also considered:

- Better connections (pedestrians and vehicles).
- More greenery and shade with green street edges.
- Additional green space around/over existing public assets.
- Design that enables transition with finer grain laneway networks. Support of urban transition of light-industrial area
- Traffic calming to support pedestrian connections.

Scenario Testing and Engagement

Based on community feedback and early opportunities, constraint and context analysis, two alternative redevelopment scenarios were developed based on:

- The analysis of local opportunities, constraints and aspirations from the context and place analysis and stakeholder engagement.

- Architectural testing of alternative densities and built form outcomes on a range of different lot sizes available for redevelopment across the precinct.
- Technical scenario workshop comprising town staff, consultants and Department for Planning, Lands and Heritage precinct planners.

The scenarios provide alternative arrangements of primary land use focus / zones, residential densities and building heights. Both scenarios define these core planning framework components by sub-precinct. This acknowledges the existing diversity of physical, social and economic characteristics across the precinct, and the need for the future planning framework to address a diversity of needs and opportunities, rather than provide a blanket approach across the whole precinct

Community Feedback on Scenarios

The two scenarios were advertised for public comment from 9th to 30th November 2023, engagement activities included:

- Over 800 letters and emails were sent to landowners and stakeholder.
- 800 flyers dropped into local letterboxes.
- Community information session held at the Carlisle TAFE on 16 November with around 10 community members attending.
- 230 views and downloads of the scenarios from Your Thoughts.
- Plans displayed at the Admin Centre and Library.
- Plans promoted through social media.

The feedback received was used to develop a Preferred Scenario for Council's consideration.

Council endorsement of preferred growth scenario

In May 2024 the Council of the Town of Victoria Park endorsed the preferred growth scenario that considered support for various components of each scenario, generally comprising.

- Consolidating higher density Mixed Use redevelopment opportunities, up to 10 storeys, closer to the train station to leverage investment from METRONET.
- Extending Mixed Use redevelopment opportunities down Milford Street (north side and part of the sound side) to create a strong link between the station and St James Town Centre (Albany Highway) allowing for building heights up to 6 storeys.
- Extending Mixed Use redevelopment opportunities along part of Swansea Street East to Welshpool Road to leverage the amenity from the recently upgraded Forward Reserve.
- Up-coding of existing residential areas to encourage redevelopment of properties for medium density villas, townhouses and mid-rise apartments (up to 3-4 storeys).
- Retain a portion of the existing light industrial area for light industry and mixed business/commercial (no residential) to allow for the ongoing diversification of businesses in this area and to landbank this area for potential redevelopment in the longer term.
- Retain Aqualife and TAFE as Reserves, noting opportunities for master planning and future redevelopment through other processes.

The endorsed preferred growth scenario (Appendix 2) has informed the basis for the preparation of the draft Oats Street Station Precinct Structure Plan, provided at Appendix 1.

4.2 Application of Amendment Provision to Structure Plans

The provisions of LPS2 are to be read in conjunction with the OSSPSP (and any relevant local development plan). The OSSPSP is consistent with the 'Manner and Form' guidelines and comprises:

- Part 1 – Implementation Section;
- Part 2 – Explanatory Section; and
- Appendices

The provisions of Part 1 of the OSSPSP are to be given due regard in determining subdivision and development applications for land within the precinct.

Part 2 functions as a strategic guide to Part 1 of the precinct structure plan and this accompanying scheme amendment and may provide additional context for applying discretion for development in the precinct.

The OSSPSP forms the principal planning and urban design guidance document for the area. Any proposed modifications prepared to the Precinct Structure Plan, a Local Development Plan or a development application for sites within the precinct area will be required to be assessed against the design principles of relevant State Planning Policies and the objectives and development standards set out in the OSSPSP.

This is in addition to the planning considerations set out in LPS2 and any relevant local planning policies.

4.3 Application of the R-Codes

Residential Design Codes Volume 1 (R-Codes Vol.1)

The R-Codes Vol.1 applies for all single houses and grouped dwellings (including dwelling component of mixed use development) in areas codes R60 and below.

The OSSPSP does not propose to amend or replace any deemed-to-comply provisions of the R-Codes Vol.1 in accordance with Part 7 of that policy.

Residential Design Codes Volume 2 (R-Codes Vol.2)

The R-Codes Vol.2 applies for all multiple dwelling (including dwelling components of mixed-use developments) in areas coded R80 and above. Acceptable Outcome provisions of the R-Codes Vol.2 that are amended or replaced by the OSSPSP are done so in accordance with Part 7 of that policy, as follows:

R-Codes Vol.2 Element	OSSPSP Section	Amended or Replaced Provisions
-----------------------	----------------	--------------------------------

2.2 Building Height	3.5.2 Sub Precinct Controls and 4.1.1 Building Height	3.6.2 replaces A 2.2.1
2.3 Street Setbacks	3.5.2 Sub Precinct Controls and 4.1.3 Street Setbacks	3.6.3 replaces A 2.3.1
2.4 Side and Rear Setbacks	3.5.2 Sub Precinct Controls and 4.1.4 Side and Rear Setbacks	3.6.4 replaces A 2.4.1
2.5 Plot Ratio	3.5.2 Sub Precinct Controls and 4.1.2 Plot Ratio	3.6.1 replaces A 2.5.1
3.9 Car and Bicycle Parking	4.1.5 Parking and End of Trip Facilities	4.1.5 replaces A 3.9.2

4.4 Application of SPP7.2 Precinct Design Guidelines Elements

The OSSPSP has been prepared generally in accordance with SPP.7.2 and the supplementary Precinct Design Guidelines. The policy outcomes of SPP7.2 and the alignment with SPP7.0 Design Principles has been achieved. This is demonstrated in Table 1 which provides a high-level assessment of the precinct structure plan response to SPP7.0 Design Principles and SPP7.2 Policy Outcomes.

Table 1. Precinct Design Assessment (response to SPP.7.0 and SPP7.2)

SPP7.0 Design Principles	Design Elements						SPP 7.2 Policy Outcomes	Oats Street Station Precinct Structure Plan Response
	1. Urban Ecology	2. Urban Structure	3. Public Realm	4. Movement	5. Land Use	6. Built Form		
Context and character							The precinct design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place. New development is integrated into its setting and is shown to respond positively to the intended future character of an area.	The OSSPSP acknowledges the existing urban fabric of the Oats Street locality and recognises the opportunities associated with the station development. New development is encouraged to follow the preferred growth scenario whilst ensuring due consideration is given to the existing urban framework. The development of the OSSPSP will evolve over time as the market drives development and the character of the existing will blend with the new through the provisions of the PSP.
Landscape Quality							Development within precincts integrates landscape design that enhances sustainability outcomes and contributes to community wellbeing. The local environment is enhanced through the:	The OSSPSP recognises the existing urban framework of the OSSP including the existing public spaces within streetscapes, public open spaces and drainage reserves. The opportunities for enhancement of these spaces has been identified within the OSSPSP through design considerations and

						<ul style="list-style-type: none"> • protection of water and soil resources • retention and/or enhancement of the green network • protection and/or restoration of fauna habitat, where appropriate • consideration of microclimate and urban heat island impacts. 	<p>implementation actions to enhance the local amenity and landscape qualities of the precinct.</p> <p>Additional landscape quality is set to be incorporated into the precinct via the works undertaken as part of the Metronet works. This includes the development of significant public space inclusive of landscape elements.</p>
<p>Built Form and Scale</p>						<p>Built form height and massing (bulk and scale) across the precinct is responsive to existing built form, topography, key views and landmarks, and the intended future character of the area. Buildings are suited to their purpose, contribute positively to the character of the public realm, and provide good amenity at ground level.</p>	<p>The OSSPSP preferred scenario has placed particular emphasis on responsive design, with the focus on height and density around the station, however with appropriate consideration of the prevailing suburban form. The interface between existing residential development and redevelopment areas (existing industrial) has also been appropriately managed to consider form and amenity.</p>
<p>Functionality and build quality</p>						<p>The precinct design facilitates development that meets the needs and expectations of the community and provides for change over time. Required services infrastructure is integrated in a manner that mitigates amenity impacts. Development considers the intended full lifecycle and is robust, resilient to wear and easy to maintain over time.</p>	<p>The development of the OSSPSP will occur over time as the market identified opportunities for intensification in line with the preferred development scenario.</p> <p>The initial works to support the final outcomes, in particular works associated with the public realm will be undertaken by the</p>

								local government and service providers in accordance with the implementation table.
Sustainability							<p>Planning and development of precincts delivers a sustainable built environment through:</p> <ul style="list-style-type: none"> ▪ passive environmental design measures ▪ water sensitive urban design ▪ enhancement of the green network ▪ harnessing opportunities for renewable energy sources and precinct-wide energy savings ▪ adaptive reuse of existing structures where feasible ▪ promotion of active and public transport modes. 	Upgrades and enhancements to streetscapes and public spaces (public open space and drainage reserves) along with the Metronet opportunities promote the development of a sustainable built environment in the OSSPSP. In particular the OSSPSP is focussed around the opportunities provided through the development of the Oats Street Station, being the public transport opportunities, additional public open space, community interactions and integration with the existing urban fabric of the locality.
Amenity							<p>The precinct design provides comfortable public spaces that encourage physical activity, enable a range of uses and are accessible to all.</p>	<p>The OSSPSP seeks to enhance the public realm within the precinct having particular regard to opportunities within the existing streetscapes to achieve spaces which balance, form and function, aesthetics and amenity to create a sense of place within the precinct and be the catalyst for future development opportunities.</p> <p>The Metronet works surrounding the Oats Street Station will create a central amenity</p>

						<p>of land uses, dwelling types and public spaces.</p>	<p>development of commercial, residential and industrial land uses within the identified areas of the precinct at densities and levels which are appropriate to their locations and interfaces with the existing form of development.</p>
<p>Aesthetics</p>						<p>The precinct is attractive and inviting, with a coherent identity and cultural relevance. The scale, arrangement, articulation and material quality of buildings and spaces together create a high level of amenity.</p>	<p>The OSSPSP and preferred development scenario has been developed having regard to the incremental way in which development will occur and the need to incorporate the character and community elements of the existing development.</p> <p>The provisions within Part 1 of the OSSPSP and the public realm interventions to be implemented ensure that high quality outcomes and provision of amenity will be achieved as the precinct develops.</p>

5. PROPOSED SCHEME AMENDMENT

The purpose of Amendment 1 to LPS2 is to implement the draft Oats Street Station Precinct Structure Plan (Appendix 1) as based on the Preferred Growth Scenario (Figure 3). The OSSPSP will take effect upon its final approval by the WAPC and the final gazettal of Amendment No.1 to LPS2. Amendment 1 proposes the following changes to the LPS2 Scheme Text and Scheme Map:

1.1 LPS2 Scheme Text

Part of Scheme Text	Modification	Rationale
Clause 33 - Additional site and development requirements for areas covered by structure plan or local development plan	Replace Clause 33 Additional site and development requirements for areas covered by structure plan or local development plan, by inserting the following: (1) Schedule E sets out - a) requirements relating to development that are included in Additional site and development requirements for areas covered by a structure plan or local development plan that applies in the scheme area. b) The specific development standards set out under this Clause and the associated Schedule E prevail to the extent of any inconsistencies with any other standard or provision of the Scheme.	<ul style="list-style-type: none"> ▪ To implement the Oats Street Station Precinct Structure Plan. ▪ Ensure that no existing scheme provisions conflict with the intent and provisions of the Oats Street Station Precinct Structure Plan.
	(2) Insert new Schedule E – Additional site and development requirements for areas covered by structure plan or local development plan.	

	No.	Description of Land	Requirement	
	1	All land within the Oats Street Station Precinct Structure Plan Area as shown in the Oats Street Station Precinct Structure Plan	(1) Subdivision and development of land is to be generally in accordance with the requirements set out in Part 1 of the Oats Street Station Precinct Structure Plan. (2) For land zoned Mixed Use, the site and development standards set out in Schedule C, No.1 and No.2 are replaced by the requirements set out in Part 1 of the Oats Street Station Precinct Structure Plan.	
Terms Referred to in Scheme Division 1 – General definitions used in the Scheme	Amend Part 6 – Terms Referred to in Scheme Division 1 – General definitions used in the Scheme by inserting the following: Oats Street Station Precinct Structure Plan		means the Precinct Structure Plan approved for the Oats Street Station precinct as approved by the Western Australian Planning Commission under Part 4 of the Deemed Provisions.	<ul style="list-style-type: none"> ▪ To implement the Oats Street Station Precinct Structure Plan. ▪ To make direct reference to the OSSPSP in the Scheme.

1.2 LPS2 Scheme Map Modifications

Sub Precinct of OSSPSP	Modification	Rationale
Station Core (P1)	Replace the Residential zone and R30 Code with the Mixed Use zone with an R-AC0 Code over the following properties: <ol style="list-style-type: none"> i. No.248 Rutland Ave (Lot 1, D16838, CT:1150/157) ii. No.65 Oats Street (Lot 20, D62075, CT:1605/131) iii. No.69 Oats Street (Lot 12, D6627, CT:2164.969) iv. Row 56 (Lot 75, D53067, CT: 2648/293) 	<ul style="list-style-type: none"> ▪ To maximise opportunities for higher density housing in mixed use development adjacent to Oats Street station.

	<p>Replace the Civic and Community reserve with the Mixed Use zone with an R-AC0 Code over No.71 Oats Street (Lot 13, D6627, CT:1200/400)</p>	
	<p>Replace the RAC4 Code with the R-AC0 Code over No.76 Oats Street (Lot 822, D3365, CT:1177/314 and Lot 823, D3365, CT:1140/921)</p>	
	<p>Replace the Residential zone and R40 Code with the Mixed Use zone with an R-AC0 Code over the following properties:</p> <ul style="list-style-type: none"> i. 64 Oats Street (Lot 51, D44020, CT:1796/95) ii. 66 Oats Street (Lot 8, D5226, CT:1631/599) iii. 68 Oats Street (Lot 16, D58647, CT:1701/121) 	
	<p>Replace the Light Industry zone with the Mixed Use zone with an R-AC0 Code over the following properties:</p> <ul style="list-style-type: none"> i. 167 Bank Street (Lot 3, P5226, CT:2800/697) ii. 169 Bank Street (Lot 3, P5226, CT:2800/698) iii. 173 Bank Street (Lot 52, D44021, CT:1360/31) iv. 177 Bank Street (Lot 102, P30757, CT:1127/782) v. 179 Bank Street (Lot 103, P30757, CT:1127/802) vi. 183-187 Bank Street (Lot 1, S2383, CT:1380/543) vii. 15 Milford Street (Lot 1, 14776, CT:1760/775) viii. 11 Milford Street (Lot 194, P2199, CT:1096/339) ix. 9 Milford Street (Lot 195, P2199, CT:1185/902) x. 7 Milford Street (Lot 196, P2199, CT:1192/256) xi. 5 Milford Street (Lot 197, P2199, CT:SP50596) 	
<p>Mixed Use Frame (P2)</p>	<p>Replace the Light Industry zone with the Mixed Use zone with an R-AC0 Code over the following properties:</p> <ul style="list-style-type: none"> i. 176 Swansea Street (Lot 21 on D30810, CT:1300/904); ii. 178 Swansea Street (Lot 20 on D30810, CT:1768/380); iii. 12 Milford Street (All lots, SP:7580, CT:1551/248) iv. 7 Forward Street (Lot 1, D71114, CT:1760/538) 	<ul style="list-style-type: none"> ▪ To provide a secondary redevelopment focus around the Milford Street, Forward Street and Swansea Street area to create a strong link between Oats Street Station and the St James town centre as well as the

	<ul style="list-style-type: none"> v. 19 Forward Street (Lot 191, D2199, CT:1375/480) vi. 206-210 Swansea Street (Lot 400, D405741, CT:2939/295) 	<p>amenities offered by Forward Reserve.</p>
<p>Mixed Business (P3)</p>	<p>Add R-AC0 Code over all properties zoned Light Industry and bound by Milford Street, Banks Street, Welshpool Road and Swansea Street.</p>	<ul style="list-style-type: none"> ▪ Allow for increased diversity of small business activity for this area that provides a transition to the wider Welshpool industrial area.
<p>Residential Frame (P4)</p>	<p>Replace the R30 Code with the R60 Code over all properties zoned Residential and bound by Mercury Street, Bishopgate Street, Cohn Street and Tuckett Steet.</p> <hr/> <p>Replace the R40 Code with the R60 Code over all properties zoned Residential and bound by Bank Street, Somerset Street and Beatty Ave.</p> <hr/> <p>Replace the R40 Code with the R60 Code over all properties zoned Residential and bound by Somerset Street, Bank Street, Milford Street and Shepperton Road.</p> <hr/> <p>Replace the R40 Code with the R80 Code over the following properties:</p> <ul style="list-style-type: none"> i. 121 Beatty Ave (Lot 793 on D1734, CT:2182/251); ii. 123 Beatty Ave (Lot 794 on D1734, CT:2182/252); iii. 125 Beatty Ave (Lot 795 on D1734, CT:2182/253); <hr/> <p>Replace the R30 Code with the R80 Code over all properties zoned Residential and bound by Lion Street, Jupiter Street, Mercury Street and Rutland Ave</p> <hr/> <p>Replace the R30 Code with the R80 Code over all properties zoned Residential and bound by Mercury Street, Tuckett Street, Cohn Street and Rutland Ave.</p>	<ul style="list-style-type: none"> ▪ Maximise opportunities for infill development of medium density houses, townhouses, and mid-rise apartments in close proximity to Oats Street station.

1.3 Amendment Type

Regulation 34 of the Planning and Development (Local Planning Schemes) Regulations 2015, (the Regulations) sets out the various types of scheme amendments that can be defined as 'complex', 'standard' or 'basic'.

Scheme Amendment 1 is considered a 'standard' amendment, pursuant to Regulation 35(2) of the Regulations, for the following reasons:

- a. The amendment is consistent with a local planning strategy for the scheme that has been endorsed by the Commission;
- b. The amendment is consistent with a region planning scheme that applies to the scheme area;
- c. The amendment does not result in any significant environmental, social, economic or governance impacts on land in the scheme area.

6. CONCLUSION

In summary, it is considered appropriate and justified for Amendment No. 1 to be granted approval to progress to public advertising on the following basis:

- (i) The Amendment sets out clearly the relationship between LPS2, the R-Codes and other applicable State Planning Policies that relate to the Oats Street Station precinct area.
- (ii) The Amendment sets out the modifications required to the LPS2 Scheme Text and Map to ensure consistency between LPS2 and the draft OSSPSP to support implementation upon the precinct structure plans approval.
- (iii) The Amendment demonstrates that the draft OSSPSP is clearly expressed and conforms with the required SPP 7.2 manner and form.
- (iv) The Amendment allows for concurrent advertising with the OSSPSP to simplify the consultation process and expediate the cohesive updating of the local planning framework.

The Town of Victoria Park requests that the Western Australian Planning Commission and the Minister for Planning favourably consider the proposal described in this report and grant approval to progress to public advertising of Amendment 1 and the related Oats Street Station Precinct Structure Plan.

PLANNING AND DEVELOPMENT ACT 2005

RESOLUTION TO PREPARE AMENDMENT TO LOCAL PLANNING SCHEME

Town of Victoria Park

Local Planning Scheme No.2

Amendment No.1

RESOLVED that the local government, pursuant of section 75 of the Planning and Development Act 2005, amend the above local planning scheme by:

1. Amend Clause 33 Additional site and development requirements for areas covered by structure plan or local development plan, as follows:
 - (1) Schedule E sets out -
 - c) requirements relating to development that are included in Additional site and development requirements for areas covered by a structure plan or local development plan that applies in the scheme area.
 - d) The specific development standards set out under this Clause and the associated Schedule E prevail to the extent of any inconsistencies with any other standard or provision of the Scheme.
2. Insert new Schedule E – Additional site and development requirements for areas covered by structure plan or local development plan

No.	Description of Land	Requirement
1	All land within the Oats Street Station Precinct Structure Plan Area as shown in the Oats Street Station Precinct Structure Plan	(1) Subdivision and development of land is to be generally in accordance with the requirements set out in Part 1 of the Oats Street Station Precinct Structure Plan. (2) For land zoned Mixed Use, the site and development standards set out in Schedule C, No.1 and No.2 are replaced by the requirements set out in Part 1 of the Oats Street Station Precinct Structure Plan.

3. Amend Part 6 – Terms Referred to in Scheme Division 1 – General definitions used in the Scheme by inserting the following:

Oats Street Station Precinct Structure Plan – means the Precinct Structure Plan approved for the Oats Street Station precinct as approved by the Western Australian Planning Commission under Part 4 of the Deemed Provisions.

4. Rezoning various land holdings and public purpose reserves within the Oats Street Station Precinct Structure Plan Area, as follows:
 - a) Replace the Residential zone and R30 Code with the Mixed Use zone with an R-AC0 Code over the following properties:
 - i. No.248 Rutland Ave (Lot 1, D16838, CT:1150/157)
 - ii. No.65 Oats Street (Lot 20, D62075, CT:1605/131)
 - iii. No.69 Oats Street (Lot 12, D6627, CT:2164.969)
 - iv. Row 56 (Lot 75, D53067, CT: 2648/293)
 - b) Replace the Civic and Community reserve with the Mixed Use zone with an R-AC0 Code over No.71 Oats Street (Lot 13, D6627, CT:1200/400)
 - c) Replace the RAC4 Code with the R-AC0 Code over No.76 Oats Street (Lot 822, D3365, CT:1177/314 and Lot 823, D3365, CT:1140/921)
 - d) Replace the Residential zone and R40 Code with the Mixed Use zone with an R-AC0 Code over the following properties:
 - i. 64 Oats Street (Lot 51, D44020, CT:1796/95)
 - ii. 66 Oats Street (Lot 8, D5226, CT:1631/599)
 - iii. 68 Oats Street (Lot 16, D58647, CT:1701/121)
 - e) Replace the Light Industry zone with the Mixed Use zone with an R-AC0 Code over the following properties:
 - iv. 167 Bank Street (Lot 3, P5226, CT:2800/697)
 - v. 169 Bank Street (Lot 3, P5226, CT:2800/698)
 - vi. 173 Bank Street (Lot 52, D44021, CT:1360/31)
 - vii. 177 Bank Street (Lot 102, P30757, CT:1127/782)
 - viii. 179 Bank Street (Lot 103, P30757, CT:1127/802)
 - ix. 183-187 Bank Street (Lot 1, S2383, CT:1380/543)
 - x. 15 Milford Street (Lot 1, 14776, CT:1760/775)
 - xi. 11 Milford Street (Lot 194, P2199, CT:1096/339)
 - xii. 9 Milford Street (Lot 195, P2199, CT:1185/902)
 - xiii. 7 Milford Street (Lot 196, P2199, CT:1192/256)
 - xiv. 5 Milford Street (Lot 197, P2199, CT:SP50596)
 - f) Replace the Light Industry zone with the Mixed Use zone with an R-AC0 Code over the following properties:
 - i. 176 Swansea Street (Lot 21 on D30810, CT:1300/904);
 - ii. 178 Swansea Street (Lot 20 on D30810, CT:1768/380);
 - iii. 12 Milford Street (All lots, SP:7580, CT:1551/248)
 - iv. 7 Forward Street (Lot 1, D71114, CT:1760/538)
 - v. 19 Forward Street (Lot 191, D2199, CT:1375/480)
 - vi. 206-210 Swansea Street (Lot 400, D405741, CT:2939/295)
 - g) Add R-AC0 Code over all properties zoned Light Industry and bound by Milford Street, Banks Street, Welshpool Road and Swansea Street.

- h) Replace the R30 Code with the R60 Code over all properties zoned Residential and bound by Mercury Street, Bishopgate Street, Cohn Street and Tuckett Street.
- i) Replace the R40 Code with the R60 Code over all properties zoned Residential and bound by Bank Street, Somerset Street and Beatty Ave.
- j) Replace the R40 Code with the R60 Code over all properties zoned Residential and bound by Somerset Street, Bank Street, Milford Street and Shepperton Road.
- k) Replace the R40 Code with the R80 Code over the following properties:
 - i. 121 Beatty Ave (Lot 793 on D1734, CT:2182/251);
 - ii. 123 Beatty Ave (Lot 794 on D1734, CT:2182/252);
 - iii. 125 Beatty Ave (Lot 795 on D1734, CT:2182/253);
- l) Replace the R30 Code with the R80 Code over all properties zoned Residential and bound by Lion Street, Jupiter Street, Mercury Street and Rutland Ave.
- m) Replace the R30 Code with the R80 Code over all properties zoned Residential and bound by Mercury Street, Tuckett Street, Cohn Street and Rutland Ave.

SCHEME AMENDMENT MAPS

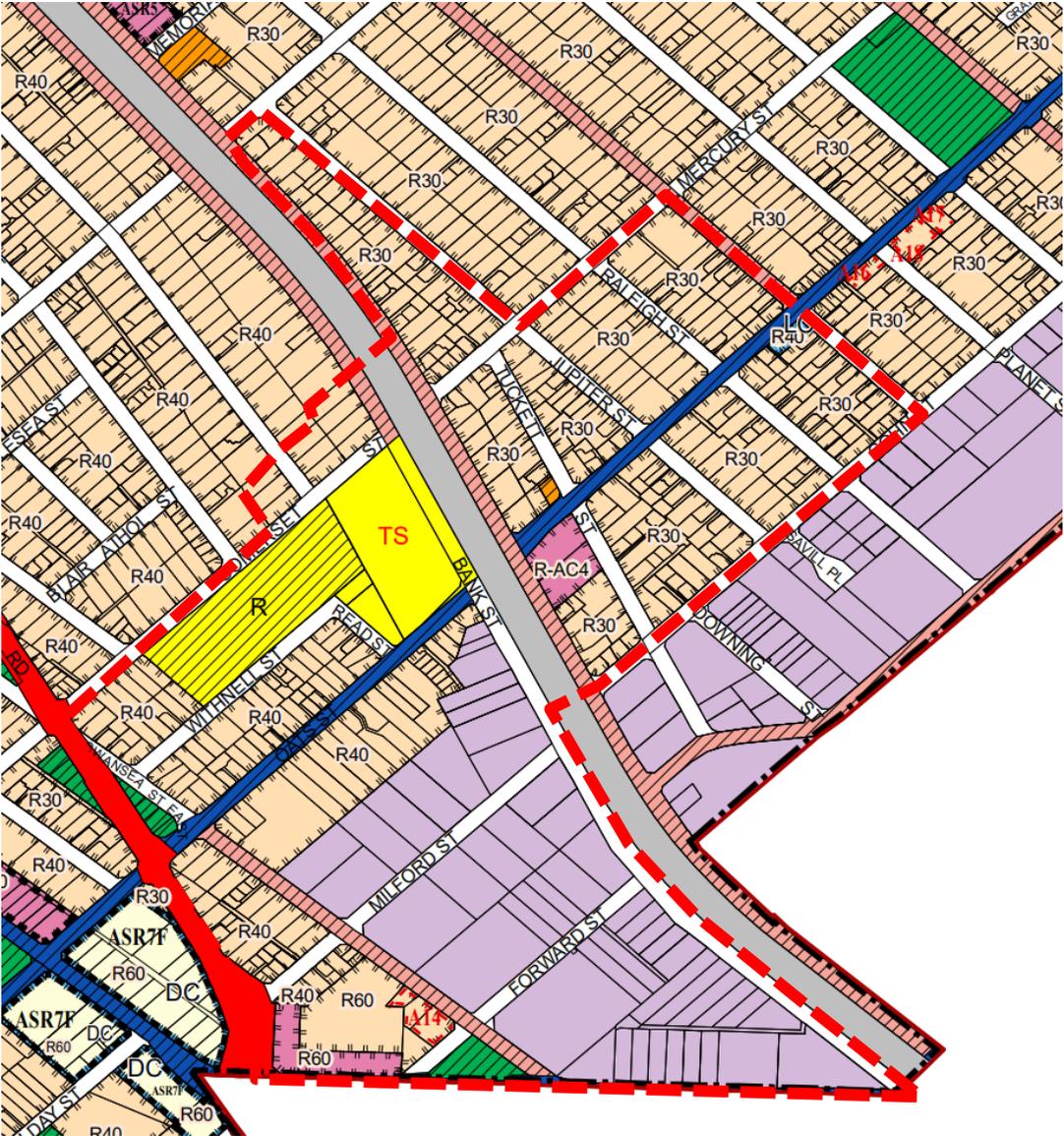


Figure 8. Local Planning Scheme No.2 – Oats Street Station Precinct Area

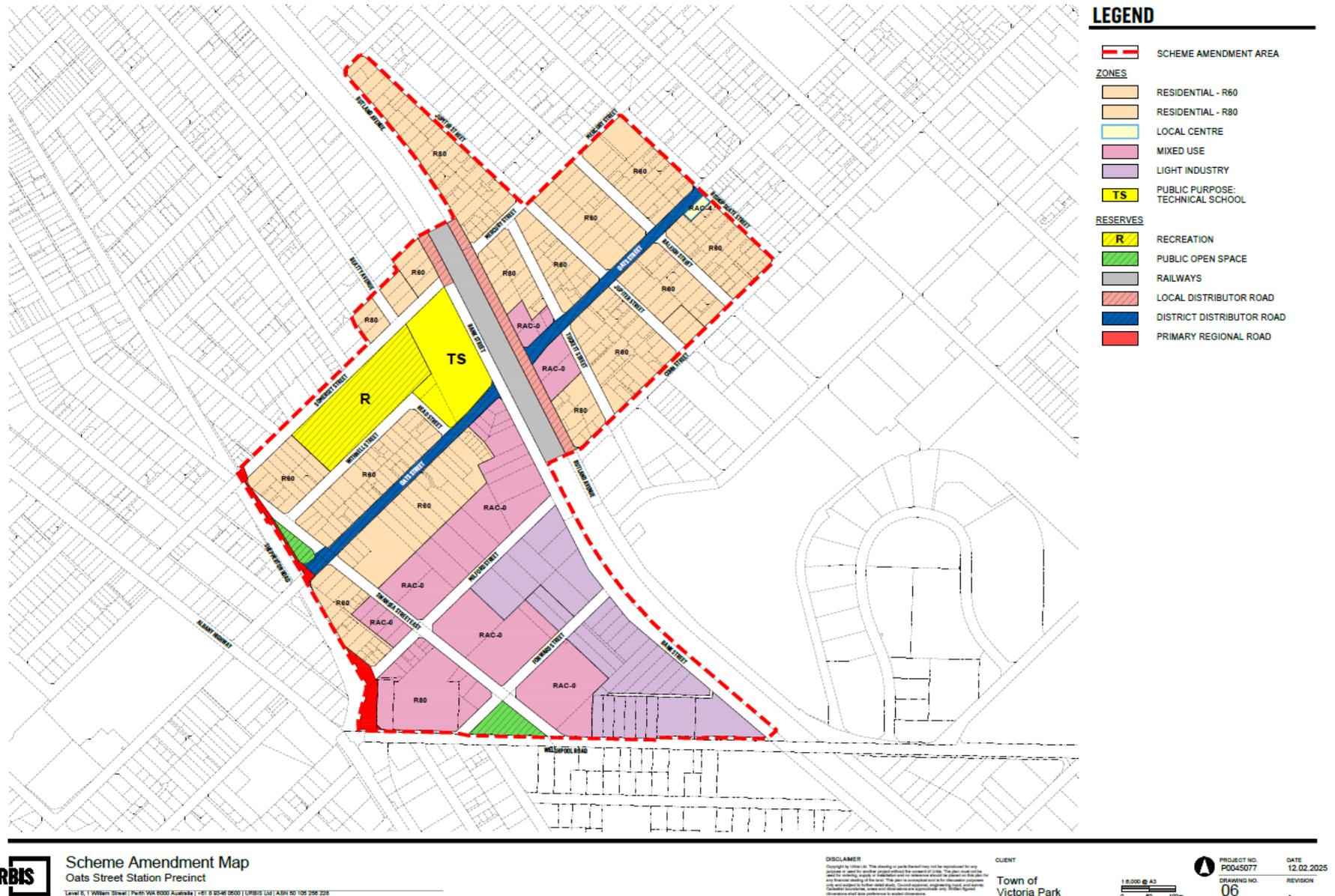


Figure 9. Scheme Amendment Map

COUNCIL RESOLUTION TO ADVERTISE

This Standard Amendment was adopted by resolution of the Council of the Town of Victoria Park at the Ordinary Meeting of Council held on the **TO BE CONFIRMED** to proceed to public advertising.

Mayor

Chief Executive Officer

WAPC ENDORSEMENT (r.63)

DELEGATED under S16 of the Planning and Development Act
___/___/___
Date

MINISTER APPROVAL

Minister for Planning
___/___/___
Date

7. APPENDICES

- **Appendix 1 – Oats Street Station Precinct Structure Plan (OSSPSP) Report**
- **Appendix 2 – Preferred Growth Scenario (Council Endorsed)**