

19 May 2026

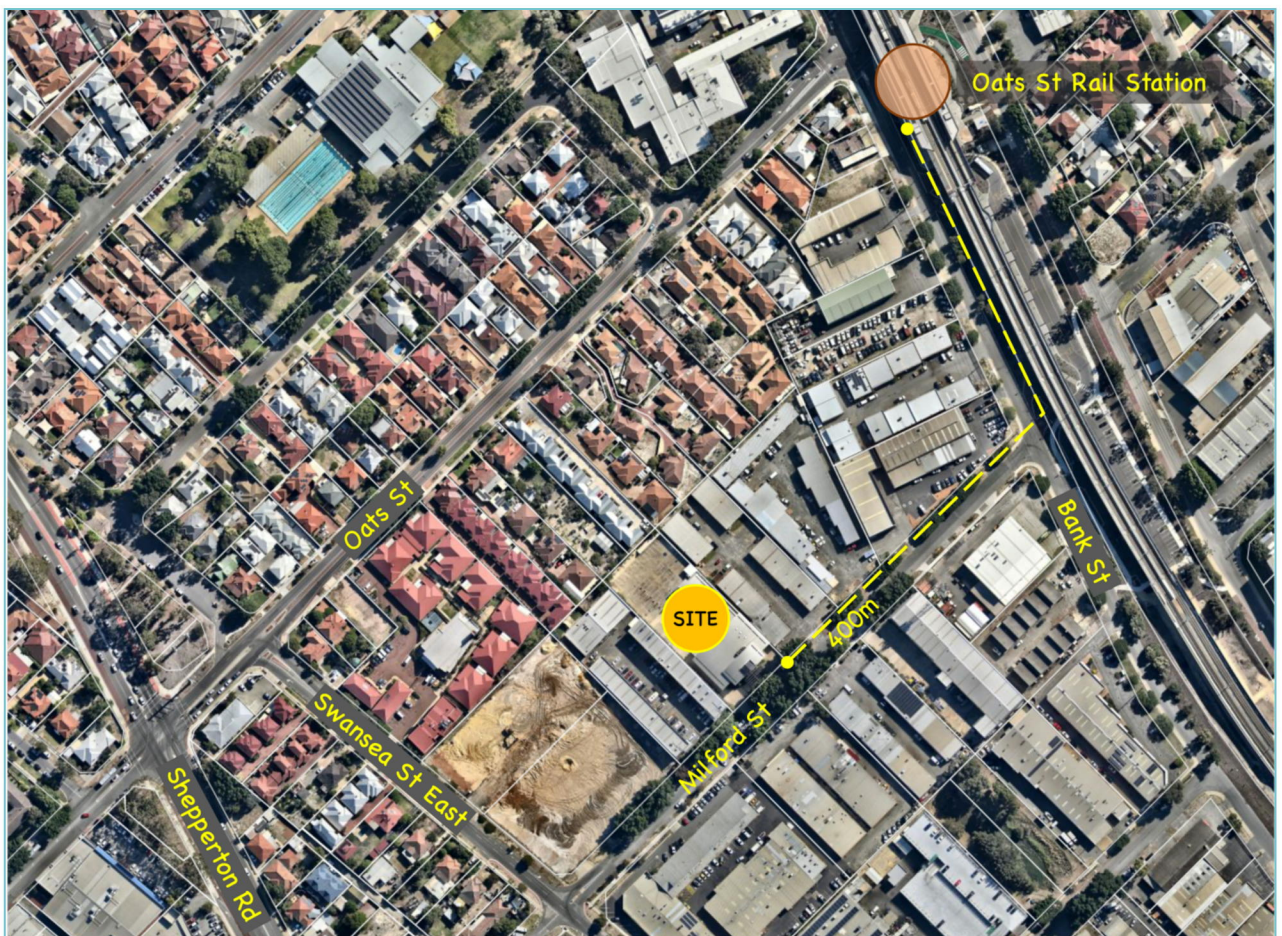
Chief Executive Officer
Town of Victoria Park

**APPLICATION FOR DEVELOPMENT APPROVAL
ALTERATIONS & ADDITIONS TO EXISTING PLACE OF WORSHIP
LOT 196 (No.7) MILFORD STREET, EAST VICTORIA PARK**

Lateral Planning acts for Bethel Independent-Presbyterian Church Inc, the owner of the land situated at Lot 196 (No.7) Milford Street, East Victoria Park ('site'). Please find enclosed Application for Development Approval ('Application') for alterations and additions to the Place of Worship on the site, including construction of a multi-level car park.

Subject Site

The site is situated on the north-west side of Milford Street, between Swansea Street East and Bank Street, in East Victoria Park, in the Town of Victoria Park ('Town'). Oats Street train station on the Perth-Byford line is 330 metres to the north (400 metres by foot).



Context Plan

The surrounding locality comprises a mix of land uses. Light industrial / service commercial uses occupy the various properties fronting Milford Street while land to the north-west fronting Oats Street is characterised predominantly by medium density housing. The site's rear (north-west) boundary abuts two residential properties: the site at No.40 Oats Street is occupied by an established single storey house while No.42 Oats Street is occupied by a two-storey development containing 16 apartments. The properties diagonally to the west and north of the site, at Nos.38 and 44 Oats Street, are each occupied by four single storey grouped dwellings.



Site and Surrounds

The subject site is described as Lot 196 on Plan 2199, held on Certificate of Title Volume 1192 Folio 256. The site has an area of 4,047m² with a frontage to Milford Street of 40.23 metres and a depth of 100.6 metres.

The majority of the site is relatively flat, rising gradually from a level of approximately 15 metres Australian Height Datum ('AHD') at Milford Street to 16.5 metres at a distance of 4 metres from the site's rear boundary. The rear portion of the site is occupied by terraced and vertical concrete retaining walls that rise 4 metres to a level of approximately 20.5 metres AHD at the site's rear (north-west) boundary.



The site is occupied by an existing Place of Worship constructed circa 2005. The Place of Worship comprises a worship chapel, break-out hall / foyer and amenities on the Ground Floor and administration areas / meeting rooms on the First Floor. Parking for 68 cars is presently provided on the site: 66 car bays are located to the rear of the building with access from a driveway / crossover adjacent to the site's south-west boundary while 2 ACROD car bays are located in the front setback area with access obtained from a crossover adjacent to the site's north-east boundary. A port cochere in front of the building is accessed from both crossovers.

Vegetation on the site includes a number of small trees and shrubs within the front setback area adjacent to the Place of Worship, along the site's side (south-west) boundary adjacent to the existing driveway, and at the rear (northern) corner of the site. A large established tree is situated in the verge of Milford Street.

Description of Development

The Application proposes alterations and additions to the existing Place of Worship.

Proposed Foyer Extension and Alfresco Area

It is proposed to extend the break-out hall / foyer at the rear of the Place of Worship by approximately 100m² and construct an open-sided covered alfresco area to the side and rear of the building. The alfresco area will replace an existing external playground / alfresco area and comprise operable louvers over the south-west portion to maximise daylight into the adjacent hall / foyer. Raised landscaped planters are proposed to the sides of the alfresco area.

Minor interior fit-out works are also proposed to the Ground Floor of the Place of Worship. These works do not affect the exterior of the building and do not form part of this Application.

Proposed Multi-Level Car Park

A multi-level car park is proposed to the rear of the site with access from the existing driveway on the site's south-west boundary. A total of 101 car bays are proposed: 33 at-grade, 32 on Level 1 and 36 on the upper-most Roof Level. Access to the upper-level car bays is provided from a ramp located to the rear of the car park. The two existing ACROD car bays at the front of the site will remain. The Application therefore proposes a total of 103 car bays, being an increase of 35 on-site car bays.

An architectural screen to the front (south-east) and part of the side (south-west) elevation will screen the car bays and enhance the appearance of the structure when viewed from the street. As recommended in the Acoustic Assessment, a solid barrier will be provided to the rear (north-west) elevation to achieve assigned noise levels for abutting residential properties pursuant to the Environmental Protection (Noise) Regulations.

The Application proposes to increase the supply of parking and enhance the quality of amenities and facilities provided for congregation members, with no changes proposed to the existing approved operating times and capacity of the Place of Worship.

Town Planning Considerations

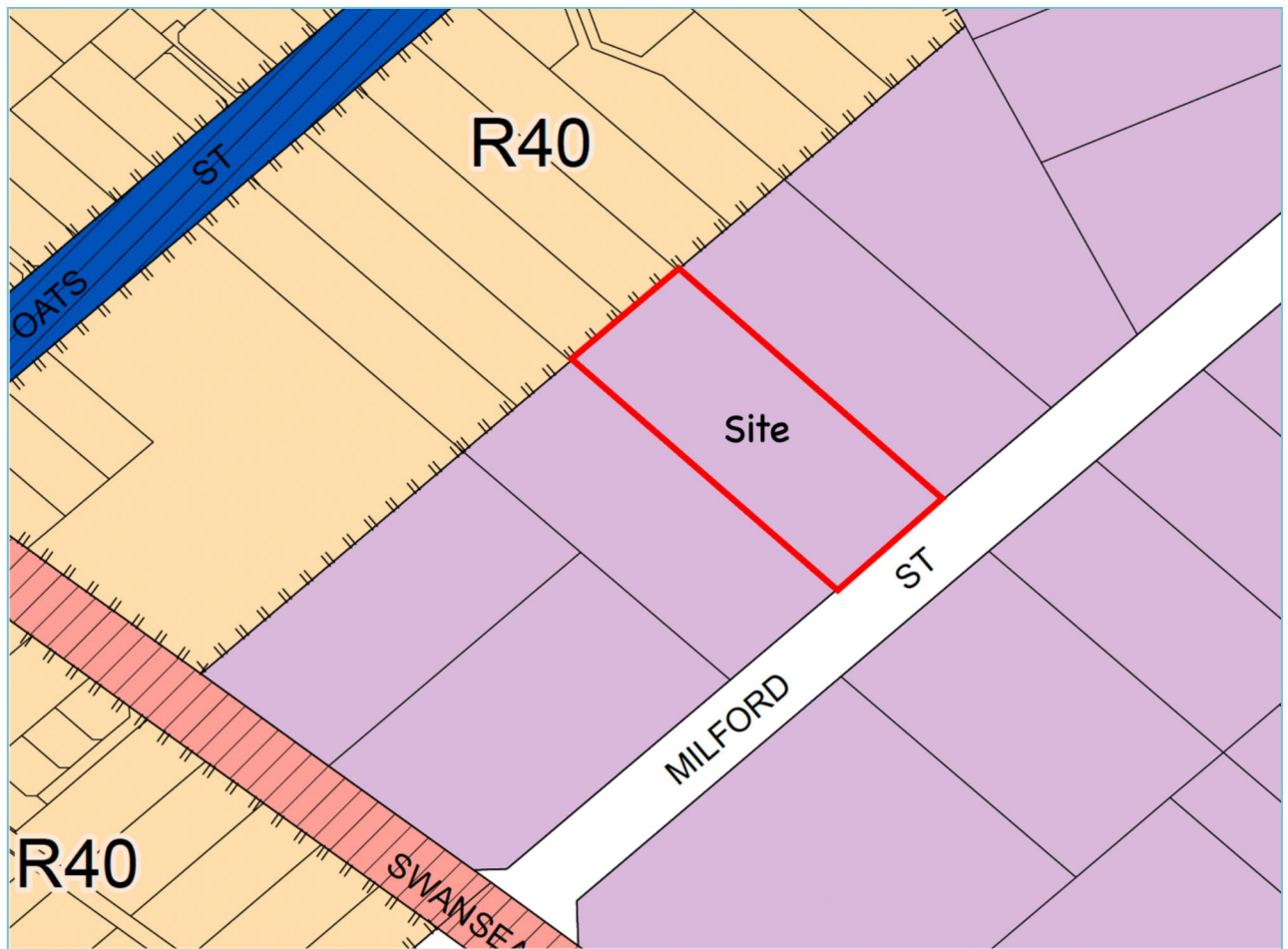
Local Planning Scheme

Zoning

The site is zoned Light Industry under the Town's Local Planning Scheme No.2 ('LPS2').

Land Use

Pursuant to the LPS2 Zoning Table, a Place of Worship is designated as an 'A' use in the Light Industry zone, meaning the use may be approved at the discretion of the Town after public advertising and consideration of submissions lodged. In this instance, the site is already used as a Place of Worship and the Application does not propose to change the approved use.



Local Planning Scheme No.2 – Zoning Map

Development Requirements

Schedule C of LPS2 sets out the following requirements for land zoned Light Industry.

Requirement	Response
Plot Ratio 1.0:1 <i>As required by LPS2, Plot Ratio has been calculated as per the definition of Floor Area & Storey under National Construction Code (excludes lift, stairways, bathrooms & the uncovered upper level of the car park)</i>	Proposed Additional Floor Area: - Car Park Ground & 1st Floor: 1,900m² - Extension to Hall / Foyer: 100m² Additional Floor Area: 2,000m² Existing Floor Area (approx.): 2,050m² Approximate Total Floor Area: 4,050m² Plot Ratio (Site Area 4,047m²): 1.0:1
Building Height 3 storeys / 12 metres	Existing Place of Worship is 2 storeys. Proposed Car Park is 2 storeys plus uncovered roof level. Highest portion of building (lift shaft) is approximately 9.3 metres above Natural Ground Level Highest portion of rear elevation (top of acoustic barrier) is 7.85 metres above NGL below the structure and just under 5 metres above NGL on the rear boundary (19m AHD at the site's northern corner).
Street & Boundary Setbacks Nil	Proposed extension / alfresco area setback 7 metres from side (south-west) boundary. Proposed car park structure setback 1.5 metres from side boundaries and 4.5 metres from rear boundary. development is setback from side and rear boundaries.
Landscaping - Street Setback Area 25% of Setback Area - Shade Trees 1 per 4 car bays	No works proposed within the existing street setback. Applies to uncovered car bays between a building and site boundary only. Refer Landscape Plan for details of proposed planting.

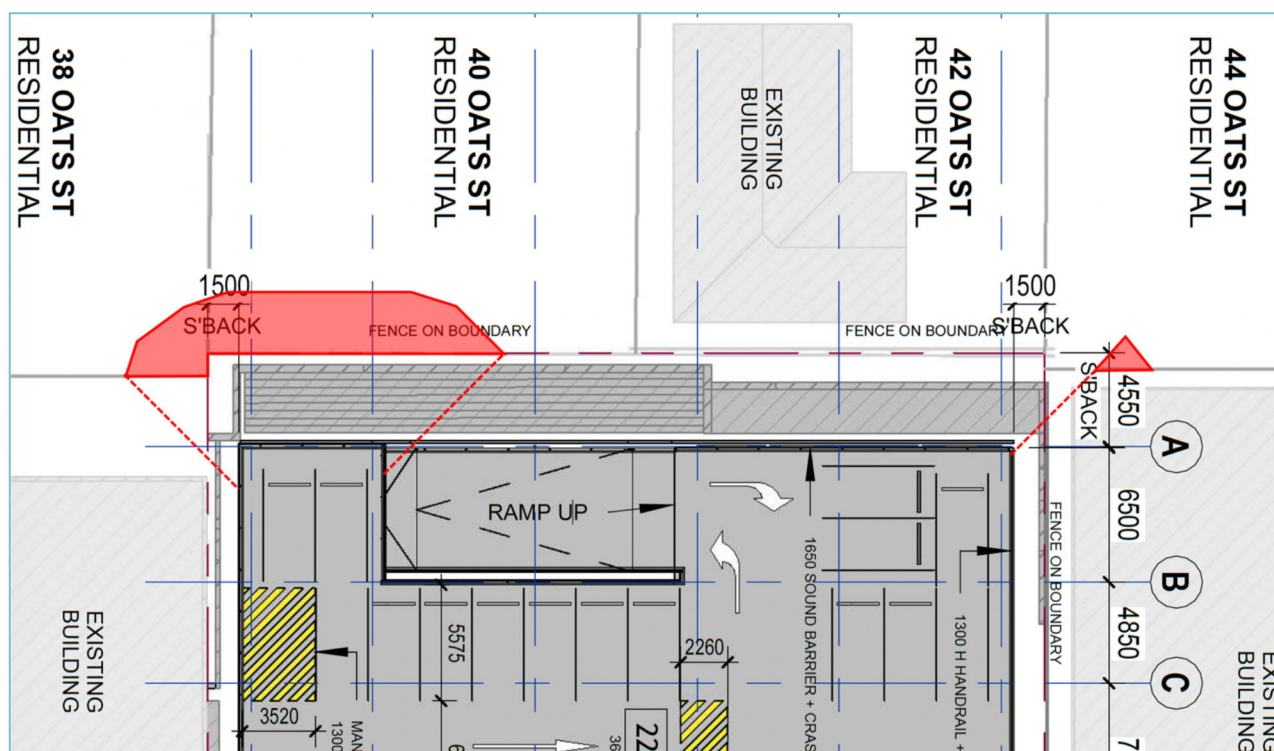
Local Planning Policies

Local Planning Policy 3 – Non-Residential Development Adjacent to Residential Areas

Local Planning Policy 3 ('LPP3') contains provisions applicable to non-residential uses in the Residential zone or non-residential uses adjacent to residential areas. The development satisfies the majority of the relevant provisions of LPP3, as set out in the table below.

Requirement	Response
Vehicle Access	The site does not obtain vehicle access from a local residential street.
Traffic Impacts	The Application is supported by a Traffic Statement demonstrating the development will not have an adverse impact on the road network.

Noise	The Application is supported by an Acoustic Assessment that recommends noise mitigation measures to achieve assigned noise levels for abutting residential properties pursuant to the Environmental Protection (Noise) Regulations.
Rear Boundary Setback	Land to the rear is zoned Residential R40. An assessment against the Deemed to Comply lot boundary setbacks under Parts B & C of the Residential Design Codes is shown below. <u>Part B of RD Codes (R40 Single Houses)</u> <i>Portion of Car Park Wall with No Major Openings (Table 2a Part B)</i> - Length of Wall 17m - Height of Wall 5.0m - Required Setback 1.8m - Proposed Setback 4.2m <i>Portion of Car Park Wall with Major Openings (Table 2b Part B)</i> - Length of Wall >25m - Height of Wall 5.0m - Required Setback 5.7m - Proposed Setback - Portion Behind Ramp 11.0m - Car Bays 4.2m The portion of the upper-level car park setback 4.2m has an actual length of 7 metres and is occupied by 2 car bays. The setback variation of 1.5m is not considered to have an adverse impact on the amenity of adjacent residential properties. Height of Wall measured from lowest point of NGL on rear boundary (19m AHD) to top of the acoustic barrier (24m AHD). <u>Part C of the RD Codes (R40 Grouped & Multiple Dwellings)</u> - Height of Wall 5.0m - Required Setback 1.5m to 3.0m - Proposed Setback 4.2m
Visual Privacy Setback	LPP3 stipulates a required Cone of Vision setback of 7.5 metres for Unenclosed Outdoor Spaces. The upper level of the proposed car park has been treated as an Unenclosed Outdoor Space for the purpose of assessing visual privacy setbacks. The acoustic barrier provides a solid visual screen to a height of 1.6 metres above the finished floor of the upper-level car park, as required by LPP3. The diagram below shows the extent to which the 7.5m Cone of Vision encroaches into adjacent residential properties from those portions of the upper-level car park where screening to 1.6m above floor level is <u>not</u> provided. The minor encroachments into the adjacent residential properties have minimal impact on visual privacy with existing boundary fencing and trees reducing the extent of overlooking of adjoining outdoor habitable spaces.
Other	No bin storage, loading or service areas are proposed adjacent to residential properties. No signage is proposed facing any residential properties. Hours of operation of the Place of Worship will remain the same as existing / approved.



Visual Privacy Cone of Vision Encroachments

Local Planning Policy 23 – Parking and Access for Non-Residential Development

In accordance with Clause 4 of Local Planning Policy 23 ('LPP23'), for alterations and additions to an existing building, the following provisions of LPS23 are relevant to the Application.

Requirement	Response
Clause 5.2.1 – Car Parking Provision	Clause 5.2.1 of LPP23 does not specify Minimum or Maximum on-site parking standards, with car parking to be commensurate with demand. The 100m² addition to the hall does not increase the capacity of the Place of Worship and does not generate additional parking demand. The Application proposes to increase the supply of on-site car parking by 35 bays (68 existing; 103 proposed) commensurate with parking demand from the congregation and to reduce the prevalence of on-street parking within the locality.
Clause 5.2.2 – Car Parking Design	All proposed car bays meet the requirements of AS2890.1. The proposed car park is located at the rear of the site and is sleeved behind the Place of Worship to reduce its impact on the streetscape. The car park incorporates an architectural screen to integrate its design with the Place of Worship and screen cars from public area view.
Clause 5.2.3 – ACROD Parking	Clause 5.2.3 requires 1 ACROD bay to be provided for every 20 car bays. The Application proposes an additional 35 car bays, being a requirement for two ACROD bays. The two existing ACROD bays are proposed to be retained at the front of the Place of Worship.
Clause 5.2.3 – Loading Bay	The existing port cochere at the front of the Place of Worship is utilised for drop-off / pick-up and loading / unloading purposes.

Local Planning Policy 38 – Signs

Local Planning Policy 38 ('LPP38') defines various types of signs and sets out criteria for Exempt Signs, being signs that do not require Development Approval.

The street-facing façade of the car park includes a sign depicting the name of the Place of Worship on the site. The proposed sign falls within the definition of a Wall Sign under LPP38.

A Wall Sign is exempt from the requirement to obtain Development Approval if it meets the following criteria:

- The sign is not within 1.5 metres of a crossover or street truncation;
- The sign does not contain obscene or offensive information;
- The sign does not obstruct pedestrian or vehicle movements;
- The sign does not extend beyond the site boundary;
- The site is not a heritage protected place;
- The sign does not result in more than three advertising signs per tenancy;
- The sign is located on non-residential land; and
- The aggregate area of the Wall Sign does not exceed 0.4m² per 1m of tenancy street frontage, to a maximum area of 10m². The street frontage width of the proposed car park and existing building is 37 metres, allowing for a Wall Sign with an aggregate area of 10m².

The Wall Sign has an aggregate area of 4m² and satisfies all other criteria applicable to Exempt Signs. The Wall Sign is therefore exempt from the requirement to obtain Development Approval.

Local Planning Policy 45 – Tree Planting for Non-Residential Development

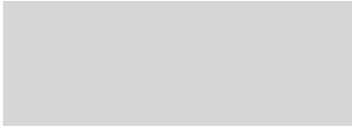
Local Planning Policy 45 ('LPP45') sets out provisions for Tree Planting, including the following requirements applicable to non-residential development:

- 1 x Medium Tree for every 300m² of site area (13 trees);
- Tree Growth Zone for each Medium Tree with a minimum size of 2m x 2m and depth of 1m.

A total of 16 existing Small Trees are proposed to be retained on the site, including four (4) in the front setback area adjacent to the Place of Worship, 10 adjacent to the existing driveway, and two (2) at the rear (northern) corner of the site. An additional nine (9) Small Trees are proposed to be planted, including four (4) adjacent to the site's rear boundary. A total of 25 Small Trees will therefore be provided. All of the proposed Small Trees will be planted in deep soil areas with a soil depth of >1 metre and minimum dimension of 1 to 1.5 metres.

The proposed landscaping is considered to meet the intent of LPP45.

Refer **Landscape Plan**.



Oats Street Precinct Structure Plan

The Oats Street Precinct Structure Plan ('OSPSP') was adopted by Council for the purpose of advertising at its meeting held in March 2025. The OSPSP is presently awaiting the Western Australian Planning Commission to endorse the OSPSP for the purpose of advertising. Under the draft OSPST, the site is located in Precinct 1 – Station Core and proposed to be zoned Mixed Use. A Place of Worship is designated as a discretionary ('A') use in the Mixed Use zone of LPS2. The proposed development generally satisfies the development requirements set out in the draft OSPSP, including plot ratio, minimum / maximum height, and setbacks.

State Planning Policies

There are no State Planning Policies or Codes applicable to the consideration of the Application.

Conclusion

The proposed multi-level car park will increase the supply of parking for the congregation of the existing Place of Worship whilst reducing pressure for on-street parking in the wider locality. The minor addition to the existing hall / foyer, together with the external alfresco area, will enhance the range of facilities and amenities available to the congregation. The development satisfies the majority of relevant town planning considerations, with minor variations proposed with respect to visual privacy setbacks to the abutting residential area to the rear. The development will not have an adverse impact on the amenity of the locality and the Application is consistent with orderly and proper planning.

Should you require any further information or clarification in relation to this matter, please contact Alan Stewart on 0413 842 645.

Yours faithfully,

