

ATTACHMENT 3

DEPARTMENT OF PLANNING, LANDS AND HERITAGE	
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APPLICATION FOR DEVELOPMENT APPROVAL

RESIDENTIAL APARTMENTS & COMMERCIAL TENANCY – AMENDED DESIGN DECEMBER 2023

LOT 2 (NO. 167) & LOT 3 (NO. 169) BANK STREET

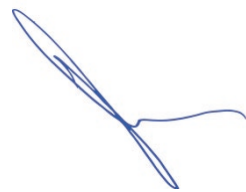
EAST VICTORIA PARK

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1. Introduction

Rowe Group acts on behalf of Goldblaze Nominees Pty Ltd, the landowner of Lot 2 (No. 167) and Lot 3 (No. 169) Bank Street, East Victoria Park ('site').

This Town Planning Report ('Report') has been prepared in support of the enclosed Application for Development Approval ('Application'). The Application seeks approval from the Western Australian Planning Commission ('WAPC') for a 16-storey mixed use development at the site, comprised of 85 apartments at one (1) commercial tenancy.

The Application was first lodged with the State Development Assessment Unit ('SDAU') on 17 December 2021. Since this time, the Application has been presented to the State Design Review Panel, and undergone significant changes. This Report represents an update to the original Development Application Report which addresses the amendments to the proposal and updates to the relevant planning framework since lodgement. It also provides a response to the preliminary planning advice received from the SDAU on 26 September 2023.

Being the first of its kind within the wider locality, and given its significance and financial value, this Application has been lodged as a Form 17B Application with the State Development Assessment Unit ('SDAU') under section 271 of the *Planning and Development Act 2005* ('Act'), for determination by the WAPC under section 274 of the Act. The proposed development is consistent with the definition of 'significant development' under section 269(1) of the Act.

The consultant team for this project is outlined in Table 1.

DISCIPLINE	COMPANY
Architecture	Ryan Tsen Architects
Town Planning	Rowe Group
Landscape Architecture	EPCAD
Traffic Engineering	Donald Veal Consultants
Acoustic Engineering	Herring Storer Acoustics
Waste Management	Stantec
Environmentally Sustainable Design	Emergen
Economic Impact	Urbis

Table 1. Consultant Team

2. 'Significant Development' Approval Pathway

The Minister for Planning released an *Action Plan for Planning Reform* in August 2019 which outlines the State Government's vision for the planning system and was closely linked with projects such as METRONET and Design WA. The State Government subsequently brought forward a number of measures within its *Action Plan for Planning Reform* with the aim of boosting the State's economic recovery from COVID-19 and simplifying its planning system.

One of the most significant planning reforms brought forward was an amendment to the Act which introduced a new approvals pathway for 'significant development', now outlined at Part 17 of the Act. The new 'Part 17' approvals process intended to streamline larger scale projects that are ready for construction, are well designed, have demonstrated economic benefits, and have a level of investment certainty.

The Part 17 approvals process is a short-term initiative aimed at stimulating the economy, with this pathway to close on 29th December 2023.

Under Part 17 of the Act, an application for approval of a 'significant development' may be made directly to the WAPC, for determination by the WAPC. Section 269 of the Act defines 'significant development' as a proposal (excluding for a warehouse) with an estimated cost of:

- \$20 million or more in the metropolitan area; or
- \$5 million in areas outside the metropolitan region.

The proposed development has an estimated cost of \$26.7 million, and is therefore considered a 'significant development' under the Act.

Section 275(3) of the Act provides the WAPC with broad discretion and flexibility in decision making as it is not bound by any legal instrument otherwise applicable to the determination of an application for development approval. This includes any local or regional scheme or any policy, code or local law.

Notwithstanding, section 275(6) of the Act states that in considering and determining an application through the Part 17 approval process, the WAPC must have due regard to the following:

- the purpose and intent of any planning scheme that has effect in the locality to which the development application relates;
- the need to ensure the orderly and proper planning, and the preservation of amenity, of that locality;
- the need to facilitate development in response to the economic effects of the COVID-19 pandemic; and
- any relevant state planning policies and any other relevant policies of the WAPC.

We confirm the proposed development has due regard for and is generally consistent with the above considerations, as outlined at the following sections of this Report:

- Section 6.2.1 demonstrates support of the purpose and intent of the relevant local planning scheme;
- Section 7 demonstrates consistency with the principles of orderly and proper planning, and regard for the existing, emerging and desired future amenity of the locality;

- Section 8.3 demonstrates the significant contribution the proposal will deliver to the State economy, to assist in both the immediate economy recovery from COVID-19 as well as providing substantial ongoing contributions for the life of the development; and
- Sections 5.3 – 5.7 demonstrate the proposal is generally consistent with all relevant state planning policies.

Given the proposed development is consistent with the matters to be considered under section 275(6) of the Act, we request that the WAPC exercise its discretion under section 275(3) of the Act and grant approval to the proposed 'significant development' described in the following Report and attachments.

3. Description of Site & Surrounds

3.1 Regional Context

The site is situated within the suburb of East Victoria Park, in the local government area of the Town of Victoria Park ('Town') and approximately 6km south-east of the Perth Central Business District ('CBD'). The site is located within a designated District Activity Centre, and in proximity to the Victoria Park Secondary Activity Centre (as discussed at Section 6.4 of this Report).

The site is highly accessible with strong private and public transport connections. The site is located directly opposite the new, elevated METRONET Oats Street Station which is currently under construction. The station is on the Armadale Passenger Railway Line, which provides direct access to the Perth CBD.

The site is also located in proximity to a number of Primary Distributor roads such as Orrong Road, Welshpool Road and Leach Highway (as defined by the Main Roads Western Australia ('MRWA') hierarchy).

Refer **Figure 1 - Regional Context**.

3.2 Local Context

The site is bound by Bank Street to the east, which in turn abuts the rail line; residential land to the north and east, currently comprised of single and grouped dwelling developments; and industrial land to the south, currently comprised of single-storey industrial units.

As noted above, the current location of Oats Street Train Station is approximately 100m north of the site, and its proposed relocation is directly opposite the site. Oats Street Train Station also accommodates a bus interchange, car parking and end-of-trip facilities, which will be expanded and upgraded as part of the planned METRONET upgrade.

Albany Highway is located approximately 600m south-west of the site, being the Town's retail and hospitality core and one of Perth's most popular café and restaurant main streets, as well as comprising the Victoria Park Secondary Activity Centre.

A number of community facilities are located within the immediate locality of the site. The South Metropolitan Technical and Further Education ('SM TAFE') Carlisle campus is located on the opposite (northern) side of Oats Street to the site, which facilitates a number of para-professional courses and trades as well as well as the Australian Government's Adult Migrant English Program.

The Town's Aqualife Aquatic Centre and Somerset Park are located approximately 200m west of the site, and Cuddles Early Learning and Child Care Centre is located 75m to the north-east of the site.

The site is situated on the edge of the Welshpool industrial area, within a smaller segment bound by residential development to the north-west, Swansea Street to the south-west, Welshpool Road to the south, and the Perth to Armadale Passenger Line to the north-east. This segment is characterised by light industrial and mixed business land uses.

Refer **Figure 2 - Context Plan**.

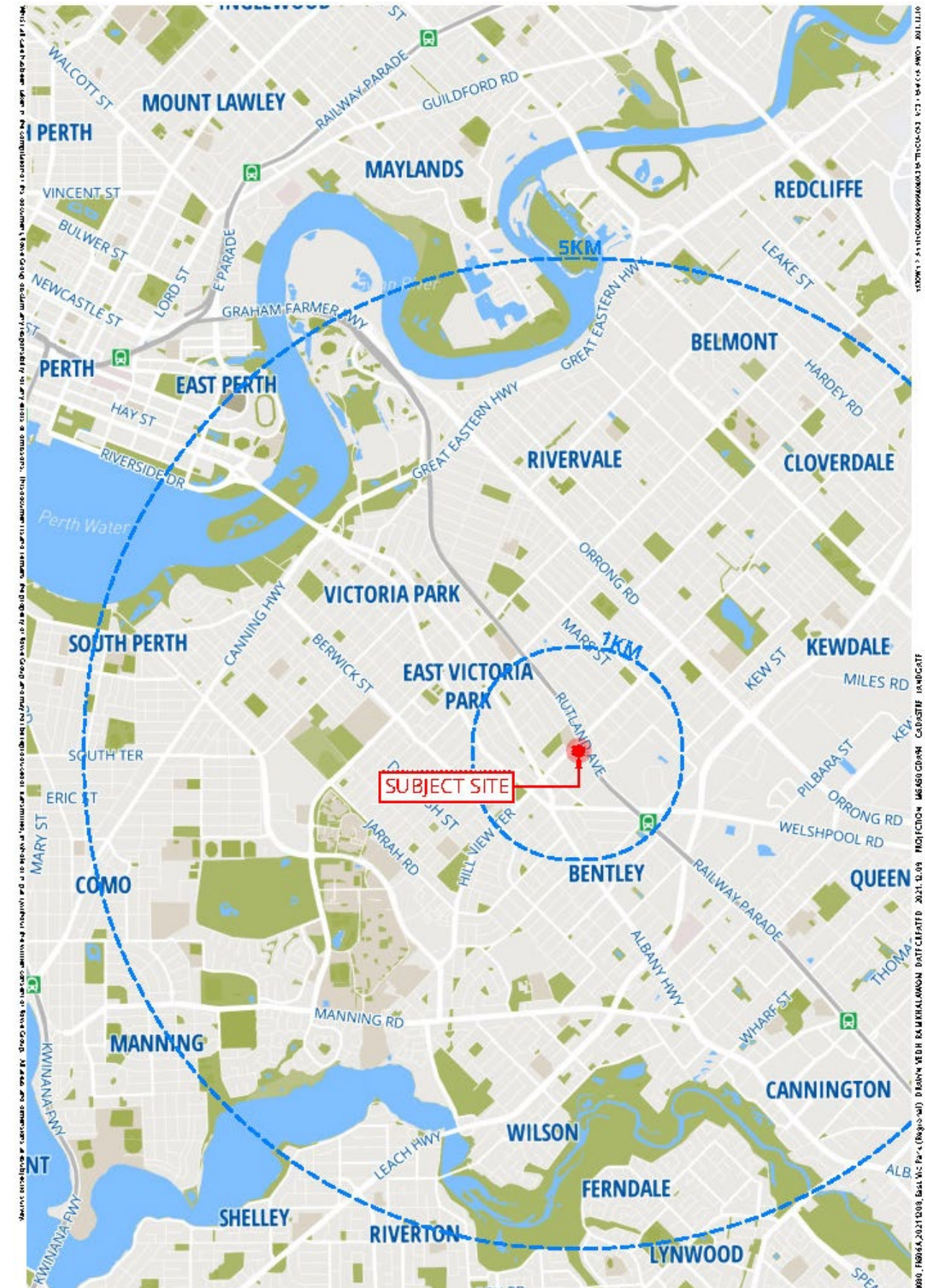


Figure 1. Regional Context

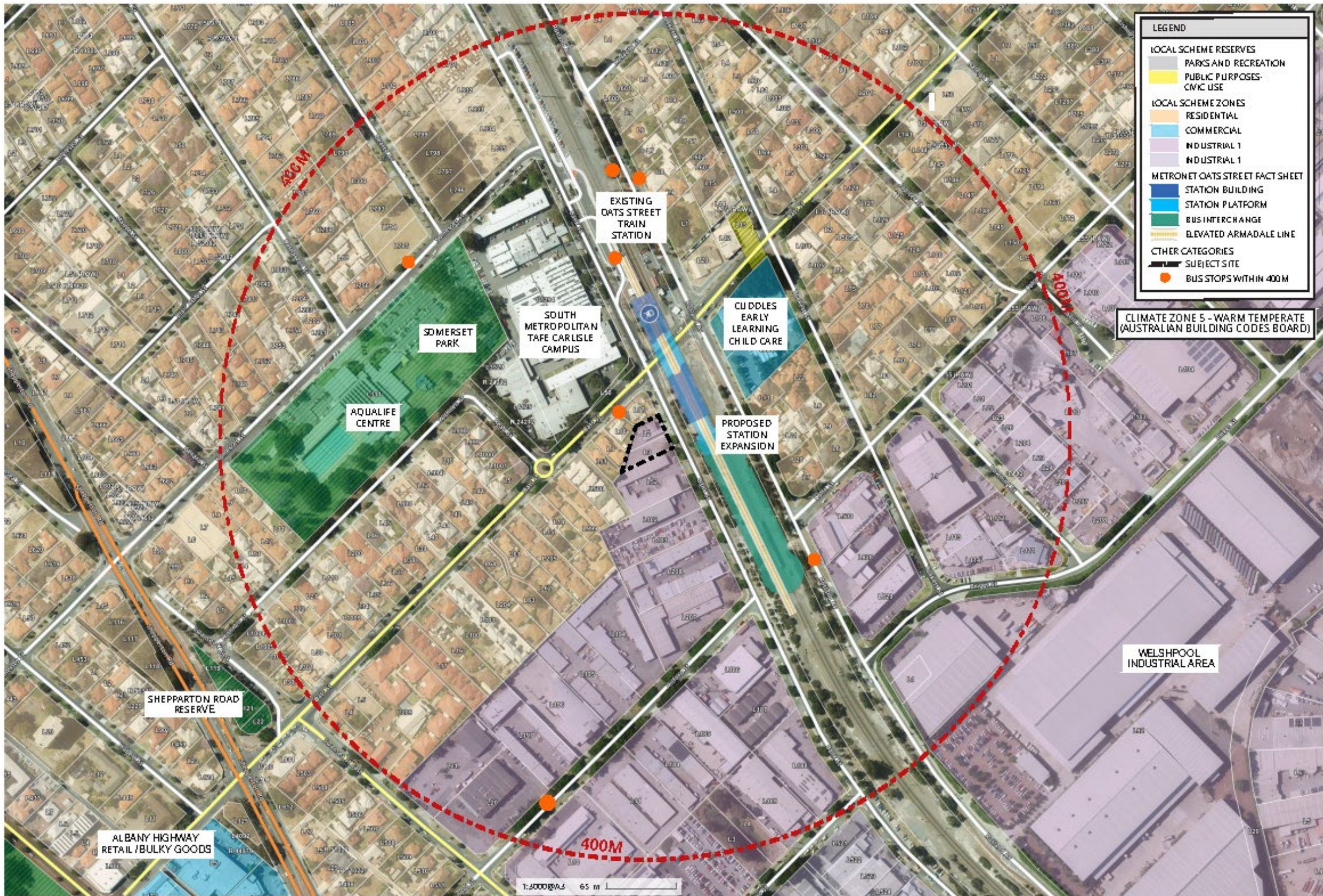


Figure 2. Context Plan

3.3 Description of Site

The site comprises two (2) land parcels, being:

- Lot 2 on Plan 5226 Certificate of Title 2800 2880 Folio 697; and
- Lot 3 on Plan 5226 Certificate of Title 2800 2880 Folio 698.

Refer **Attachment 1 – Certificates of Title**.

The site has a total land area of 1,226m², with a frontage of 32.6m to Bank Street.

The site currently accommodates one (1) single-storey office building on Lot 2, whilst Lot 3 is cleared and vacant. Both Lot 2 and 3 are owned by our Client, which also occupies the office building.

Vehicular access is currently provided to the site via three (3) crossovers to Bank Street, consisting of two (2) crossovers at Lot 2 and one (1) crossover at the southern boundary of Lot 3.

A sewer main is located on the adjoining properties to the east (No. 66 and No. 68 Oats Street); approximately 1.5m from the site and running parallel to the eastern boundary.

Refer **Figure 3 – Site Plan**.

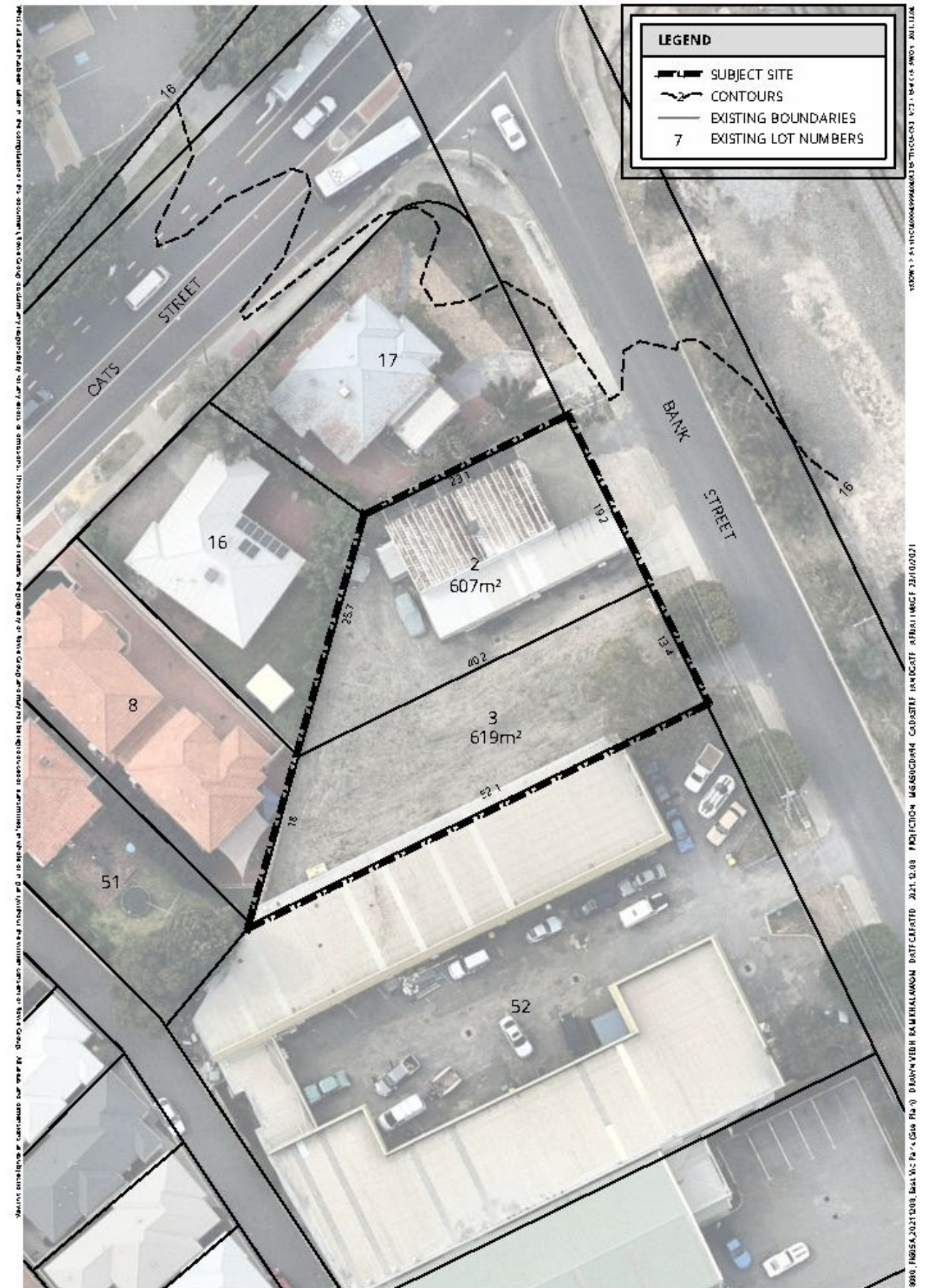


Figure 3. Site Plan

4. Description of Proposal

This Application seeks approval for demolition of the existing structure on site and the construction of a 16-storey (plus three (3) basement levels) mixed use development. The key components of the proposal include:

- 85 multiple dwellings, with:
 - 23 one-bedroom dwellings;
 - 62 two-bedroom dwellings;
 - Eight (8) dwelling typologies;
 - 48 dwellings (56.5 per cent) that meet the 'Silver' level of Liveable Housing Design standards;
- One (1) Ground floor commercial tenancy with a floor area of 98m²;
- An activated street frontage and forecourt;
- Two resident communal open spaces;
- One resident communal indoor space;
- Hard and soft landscaping on Ground floor, verge, and throughout communal open spaces;
- 78 resident car parking bays;
- 8 commercial / residential visitor car parking bays;
- 9 visitor bicycle spaces; and
- End-of-trip facilities and amenities.
- Extensive communal open space for the residents is provided at levels 2 and 11. The level 2 communal open space is comprised of a terrace and landscaping, stepping down from the adjacent indoor communal area. The level 11 communal open space includes a pergola, barbecue facilities and seating, and further extensive landscaping.

The proposed development will set a precedent for high-quality, transit-oriented, infill development within Perth's middle-ring suburbs. The site is located in close proximity to Oats Street Train Station and directly opposite its planned relocation to the south of Oats Street (to coincide with a new public transport hub) as part of the METRONET project to elevate and upgrade the Perth to Armadale Passenger Line.

The development will therefore assist with achieving the State government's urban infill targets, addressing the current housing crisis, and delivering a critical mass of residents and visitors to support the State Government's METRONET rail upgrades and a wide range of services in the surrounding locality.

A breakdown of the use and plot ratio area of each floor is provided at Table 2, right.

LEVEL	PROPOSED USE		PLOT RATIO AREA (m ²)
Basement 3	- 28 resident car parking bays - Building services	- 10 resident store rooms	0
Basement 2	- 24 resident car parking bays - Commercial bicycle parking	- 7 resident store rooms - Building services	0
Basement 1	- 24 resident car parking bays - Building services	- 7 resident store rooms	0
Ground	- 1 commercial tenancy (98m ²) - 8 visitor / commercial car parking bays including 1 accessible bay - Amenities & end-of-trip facilities - Bin store rooms - Forecourt with seating area	- Residential lobby - 10 visitor / patron bicycle parking spaces - Bin chute collection - Service bay & delivery store - Boundary and verge landscaping - Building services	98
Mezzanine	- Building services		0
Level 2	- 2 1x1 dwelling - 2 resident store rooms - Resident communal open space (196m ²)	- 2 2x2 dwellings - Indoor resident amenity area (70m ²)	271
Levels 3 - 10	- 2 1x1 dwellings - 3 2x2 dwellings	- 2 2x1 dwellings - 4 resident store rooms	8 x 505
Level 11	- 1 1x1 dwelling - 5 resident store rooms - Garden store room	- 4 2x2 dwellings - Resident communal open space (157m ²)	374
Levels 12-15	- 1 1x1 dwelling - 5 resident store rooms	- 4 2x2 dwellings	4 x 374
		TOTAL	6279

Table 2. Proposed Floor Breakdown

Refer **Attachment 2 – Architectural Plans**, **Attachment 3 – Landscape Concept** and **Attachment 4 – Design Statement**.

5. State Planning Considerations

5.1 Metropolitan Region Scheme

The site is zoned 'Urban' under the Metropolitan Region Scheme ('MRS'). The proposed development is consistent with the 'Urban' Zone.

The surrounding area is also zoned 'Urban' under the MRS, including the full extent of the aforementioned segment of the Welshpool industrial area bound by residential development, Swansea Street East, Welshpool Road and the Perth to Armadale Passenger Line. The readiness of this area for future residential and/or mixed use redevelopment is therefore considerably high, given rezoning under the MRS would not be required.

The site is also located in close proximity to two (2) MRS reservations, being a 'Railway' Reservation under which accommodates the Perth to Armadale Passenger Line, and a 'Public Purposes – Technical School' Reservation which accommodates the SM TAFE campus.

Refer **Figure 4 – Metropolitan Region Scheme Zoning**.

5.2 Central Sub-Regional Planning Framework

The Department of Planning, Lands and Heritage ('DPLH') released the *Perth and Peel@3.5 million* suite of land use planning and infrastructure frameworks in 2011. The frameworks are intended to guide the sustainable development of Perth and Peel, and provide "an important mechanism for managing urban growth and achieving the increased urban consolidation and residential housing choice required to accommodate our anticipated long-term population growth."

With an expected population of 3.5 million by 2050, the construction of approximately 800,000 new dwellings from 2011 to 2050 will be necessary to accommodate the growing population. Delivery of these new homes is to be through a mix of infill and greenfield development with targets of 47 per cent and 53 per cent respectively. One of the key considerations for this strategy is a focus on identifying suitable areas for urban consolidation, such as activity centres and public transport corridors, to minimise the impact on existing suburbs.

On this point, *Perth and Peel@3.5 Million* advises:

To accommodate the projected population growth and to protect lifestyle values into the future, new approaches to planning and development will be required, focussed on creating a connected city, which is liveable, prosperous and collaborative, linking metropolitan hubs with priority transport proposals.

The Town of Victoria Park is included within the Central Sub-Regional Planning Framework. The population of the Town is anticipated to grow to 77,230 by 2050, a large increase from the recorded 34,720 people in 2011. A target of 35,090 dwellings has been set for the Central sub-region by 2050, up from 15,770 in 2011. This represents growth of more than 220% in both the population and number of dwellings.

Plan 1 of the Framework sets out the land use planning for Central sub-region. The site, in conjunction with the broader land to the south-west of the passenger rail line is identified as an activity centre. Appendix 1 of the Framework further specifies the Oats Street locality as a 'District Centre', within the activity centre hierarchy (refer section 6.4 of this Report for further detail).

Refer **Figure 5 – Central Sub-Regional Planning Framework (Town of Victoria Park)**

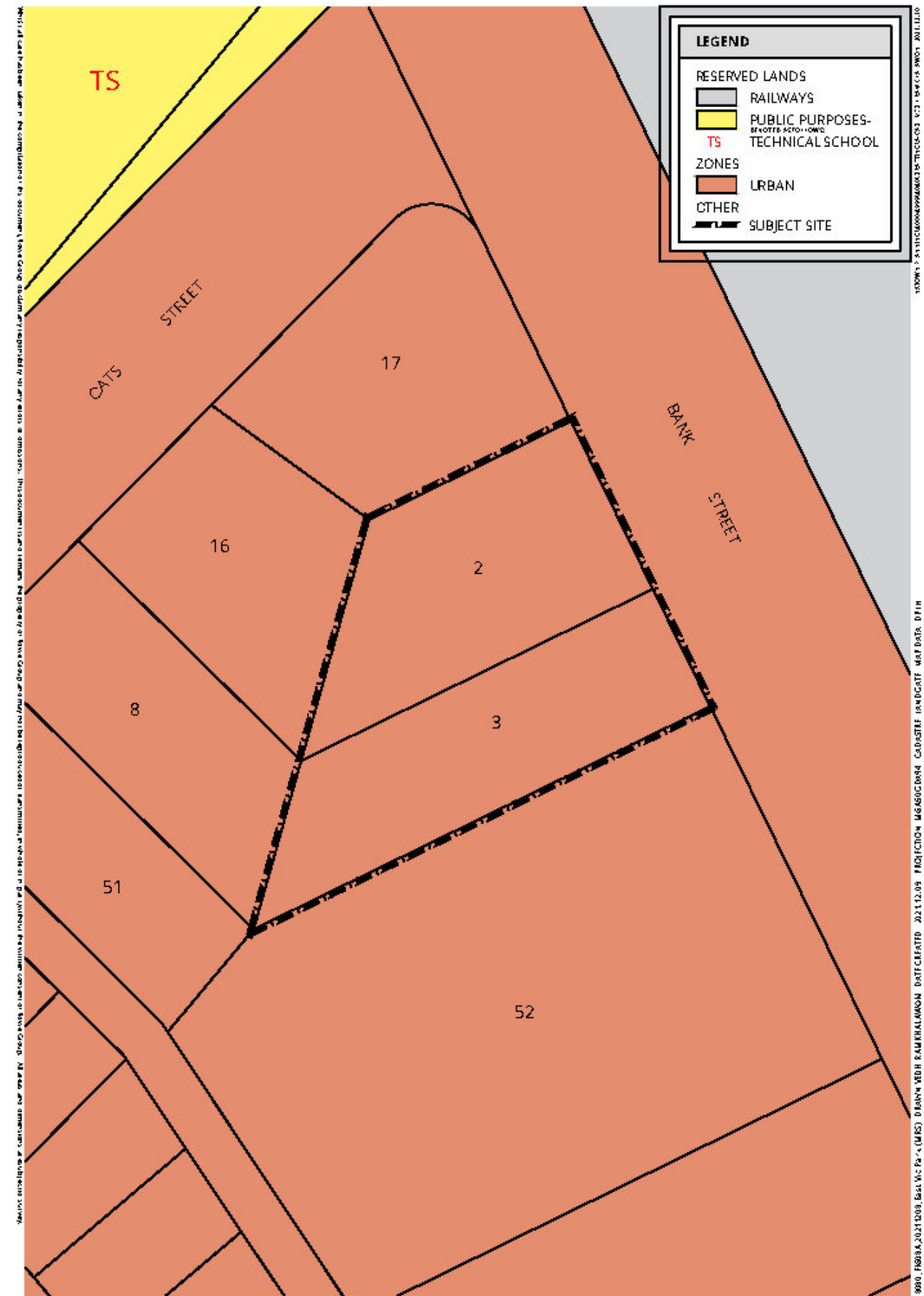


Figure 4. Metropolitan Region Scheme Zoning

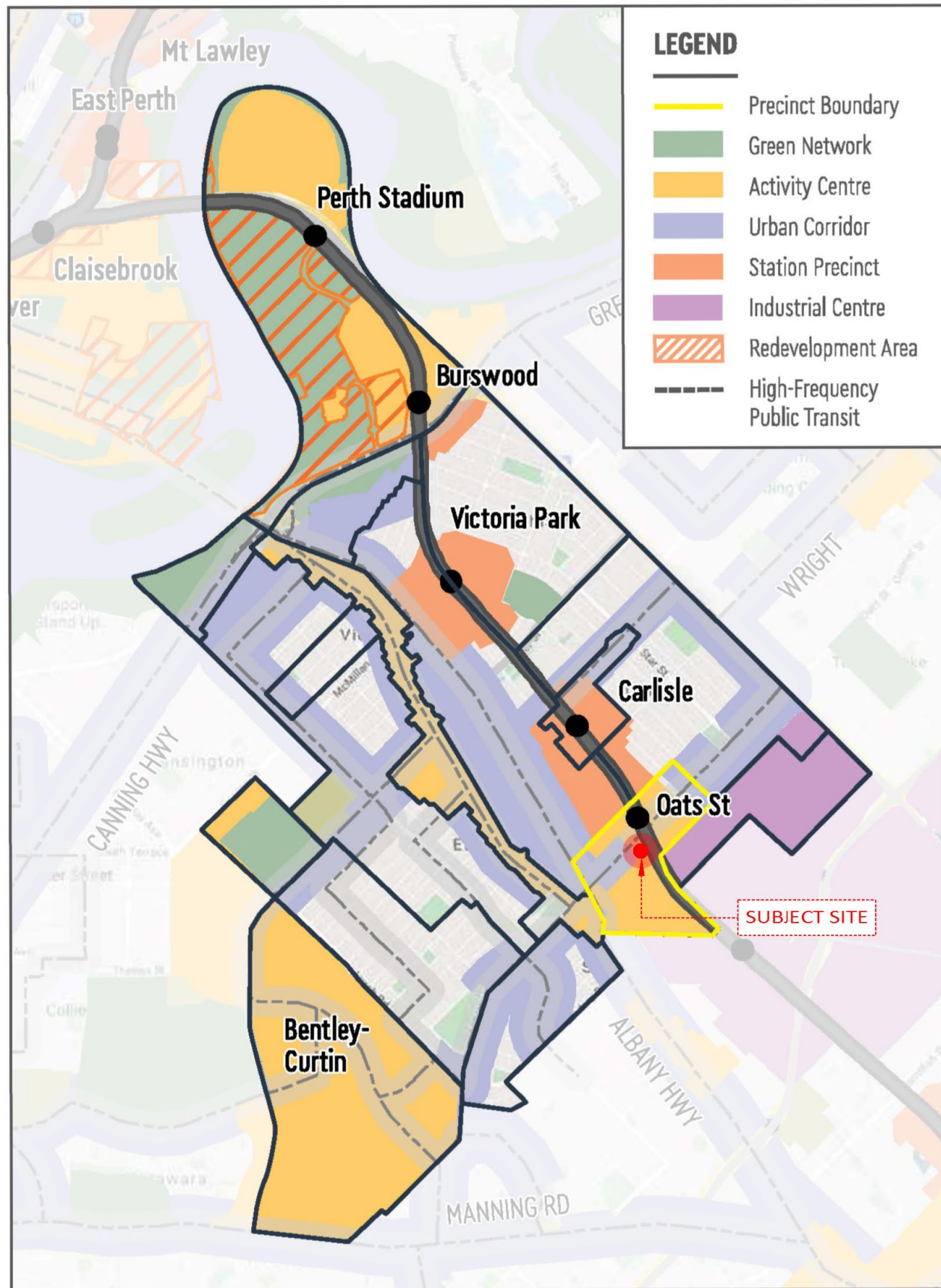


Figure 5. Central Sub-Regional Planning Framework (Town of Victoria Park)

5.3 State Planning Policy 4.2 Activity Centres for Perth & Peel

The current SPP 4.2 dated July 2023 identifies activity centres as “mixed-use urban areas where there is a concentration of commercial, residential and other land uses.” They are multifunctional areas which may include a range of land uses including medium and high-density housing.

The SPP identifies a hierarchy of activity centres, with the Oats Street activity centre included as a District Centre. With respect to residential living, the preferred residential dwelling types include medium to high rise apartments / multiple dwellings, as well as townhouses / grouped dwellings.

Within SPP 4.2:

- Clause 7.3 states that a precinct structure plan is to be prepared for strategic, secondary, district and specialised activity centres unless the WAPC is satisfied that one is not required.
- Clause 7.4.2 states that medium and high-density housing should be incorporated within activity centre cores and frame areas and the walkable catchment(s) of activity centres.

Appendix 1 outlines a recommended average residential density to guide precinct structure planning, scheme reviews, and amendments. It suggests that Secondary centres should ideally consist of 35 or more dwellings per gross hectare between 800 to 1200 metres where there is an existing or proposed train station within 400 metres of the centre. The envisioned development includes medium to high-rise apartments or multiple dwellings. The aim is to achieve higher density to facilitate improved connectivity to transportation and accommodate a growing population.

With respect to the above, the key area of discretion sought within this proposal is the request for development approval within an identified District centre in the absence of an endorsed activity centre plan.

5.4 State Planning Policy 5.4 Road & Rail Noise

Given its proximity to the Perth to Armadale Passenger Line, the site is located within the ‘trigger distance’ as defined within SPP 5.4. An Acoustic Assessment has been prepared by HSA which confirms the development can meet the requirements of SPP 5.4 via the implementation of ‘quiet house design’ provisions. Refer section 9.5 of this Report for further detail.

5.5 State Planning Policy 7.0 Design of the Built Environment

State Planning Policy 7.0 Design of the Built Environment (‘SPP 7.0’) sets out the objectives, measures, principles and processes which apply to the design and assessment of built environment proposals within Western Australia.

5.6 State Planning Policy 7.2 – Precinct Design

The suite of documents associated with SPP 7.2 guides the preparation and assessment of planning proposals for precincts as areas that require a high level of planning and design.

This SPP applies to precincts throughout Western Australia and guides the preparation, assessment and implementation of precinct structure plans, local development plans; and subdivision and development applications within precincts. The objectives of this policy are to:

- Ensure that precinct planning and design processes accommodate growth in a coordinated manner and deliver good quality built environment outcomes that provide social, economic and environmental benefits.

2. *Ensure consistency and rigour of precinct planning across the State.*
3. *Enable design review to be incorporated in precinct planning processes, with due regard given to the advice received.*

It became operational in February 2021 and is supported by the associated *Precinct Design Guidelines* and *Precinct Manner and Form* documents.

The purpose of the Precinct Design Guidelines is to provide supporting information in the implementation of SPP 7.2. It sets out the process to prepare a precinct plan, following a performance-based approach against six interrelated design elements as follows:

1. *Urban Ecology – The interrelationship of the built, cultural and natural elements of the urban environment;*
2. *Urban Structure – The physical framework of a precinct;*
3. *Public Realm – All public spaces including streets, plazas, civic squares and other areas used by and accessible to the public;*
4. *Movement – The network and services that facilitate movement and access of people and goods within, to and from precincts;*
5. *Land Use – The economic, social and civic functions of the precinct and how they relate to its immediate context and surrounding areas;*
6. *Built Form – Built form and scale and the relationships between buildings, and between buildings and the public realm.*

The merits of a precinct plan prepared in accordance with SPP 7.2 are acknowledged. However, it is considered that the proposed development should be favourably determined in the absence of a precinct plan for the following reasons:

- a) The overall area of the Oats Street Station Neighbourhood is approximately 68 hectares and encompasses a range of residential, commercial, educational, civic, and recreational functions, with the area subject to development comprising only 1226m² and situated on land which is largely undeveloped;
- b) The timeframe associated with the preparation and adoption of a precinct plan and subsequent scheme amendments, would result in significant delay to the release of dwellings which are urgently needed (see Section 8 of this Report);
- c) The locality is well serviced by public transport given proximity to the Armadale-Thornlie line and the new Oats Street train station;
- d) The proposed dwelling typology and commercial land use/s are consistent with those envisaged under SPP 4.2 for a District Centre;
- e) The proposal incorporates supporting information which demonstrates that the proposed scale and form of development are compatible with the current and desired future context of the locality, and will not result in adverse amenity impacts to the site and broader locality; and
- f) Approval to the proposed development would not prejudice the overall development potential of other lots within the Oats Street Station Neighbourhood / District Centre, should the owners wish to progress development in a similar form.

5.7 State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments

State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments ('R-Codes') applies to residential development in the form of multiple dwellings in areas coded R40 and above, and within mixed use development and activity centres.

The R-Codes establishes design principles and acceptable development outcomes for residential proposals, having regard to the density coding applicable to the subject site. Development standards established through the local planning framework which amend or replace the provisions of the R-Codes are discussed later in this report.

The R-Codes is a performance-based policy. Relevant Applications for Development Approval must demonstrate that the design achieves the 'Element Objectives' of each design element. 'Acceptable Outcomes' are provided as a likely path to achieve the Element Objectives; however, meeting the Acceptable Outcomes does not ensure the Element Objectives will be met. Applications are assessed on a performance basis and may satisfy the Element Objectives via alternative means, with guidance from the 'Design Guidance' provisions.

A number of the Acceptable Outcomes outline provisions based upon the density coding of the subject site. Given the site is not designated a density coding under the local planning framework, a performance-based approach has been undertaken to demonstrate achievement of the Element Objectives, in these instances.

Rowe Group has prepared an assessment against the provisions of the R-Codes which demonstrates achievement of each of the Element Objectives.

Refer **Attachment 5 – Residential Design Codes Assessment**.

6. Local Planning Considerations

6.1 Town of Victoria Park Local Planning Strategy

6.1.1 Background

At time of the initial lodgement of this Application, the Town was preparing its new Local Planning Strategy (the 'Strategy'). The Strategy was subsequently endorsed by the WAPC in May 2022. The Strategy divides the Town into 14 'Neighbourhoods', with the site being located in the Oats Street Station Neighbourhood.

Refer **Figure 6 - Town of Victoria Park Local Planning Strategy Neighbourhood**.

6.1.2 Housing & Neighbourhoods

The Strategy outlines how the Town will accommodate a minimum of 18,711 additional dwellings from 2010 to meet the State government's infill dwelling target by 2050. Chapter 2 of the Strategy states that where possible, these dwellings should be concentrated within and around activity centres, train stations and urban corridors.

Approximately 15,000 of the additional dwellings are proposed to be located in areas already subject to approved plans, such as on the Burswood Peninsula and in the Bentley-Curtin Specialised Activity Centre. The remaining 3,000 dwellings will be directed toward Precinct Planning Areas including the Oats Street Station Neighbourhood as well as the Albany Highway, Carlisle Town Centre, and Canning-Berwick Neighbourhoods, and four (4) Future Investigation Areas across Lathlain, Victoria Park and Saint James.

The Strategy notes that development in suburban residential areas outside of activity centres has contributed to the bulk of infill within the Town over the past few decades and is now nearing full build out. The Strategy recognises an opportunity to direct growth to key activity centre areas including the Oats Street Station Neighbourhood, as these locations "provide the greatest capacity to accommodate the Town's infill dwelling target to 2050, support the viability of activity centres, and comply with State government's urban consolidation principles."

Action 2.1 of the Strategy is the preparation of precinct structure plans (or other suitable planning instruments) for the Precinct Planning Areas. The timeframe for this action is denoted as 'Short - Long Term (1-5 years)'.

The Oats Street Station Neighbourhood is identified to accommodate an additional 276 dwelling at the lower scenario, with a higher scenario potentially possible through Precinct Structure Planning. The proposed development will assist in achieving this target by contributing an additional 85 dwellings to the Oats Street Station Neighbourhood.

6.1.3 Activity Centres & Employment Areas

Chapter 3 of the Strategy addresses activity centres and employment areas, with its goals relating to enhancement of a sustainable and viable hierarchy, providing flexibility for business diversity, growth and community activity within centres, and protection and enhancement of character, the public realm and infrastructure.

In order to relieve some of the pressures facing the Town's existing activity centres, the Strategy outlines a range of opportunities for growth. Most relevant to the proposal, these opportunities include focussing residential growth on centres to increase local trade and vitality, and encouraging high-quality, contemporary design within new developments that addresses frontage activation.

With regard to the Oats Street Station Neighbourhood, the Strategy notes that the portion of industrial land within the Neighbourhood "may transition to future commercial and/or residential uses subject to an investigation of demand for industrial land and progress on the METRONET level crossing removal project."

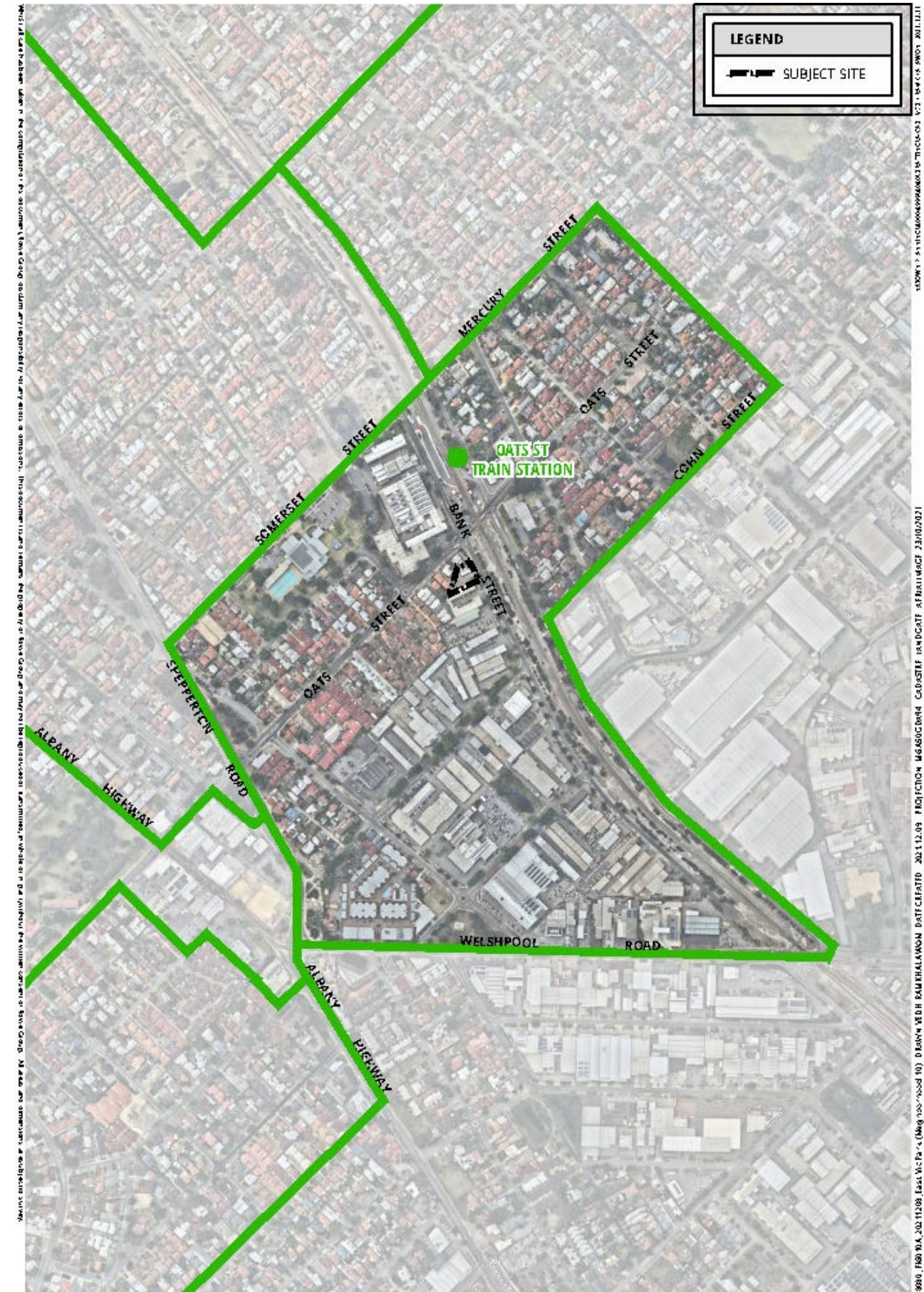


Figure 6. Local Planning Strategy Neighbourhood

Action 3.2 of the Strategy again identifies the need to prepare precinct structure plans (or other suitable planning instruments) to guide future updates to the local planning framework and identify public realm, access and infrastructure upgrades in activity centre areas.

The Oats Street Station Neighbourhood, as well as the Albany Highway Neighbourhood and Carlisle Town Centre and Station Neighbourhood are identified as priorities for this action, to be undertaken in the short-term, with a timeframe of one (1) to two (2) years. Given the Strategy was gazetted in May 2022, this indicates finalisation of the precinct structure plans by mid-2023 to mid-2024. As discussed at Section 6.4 of this Report, the Town's website now indicates that the precinct structure plan for the Oats Street Station Neighbourhood will be finalised in mid-2025 to mid-2026.

It is evident that the locality surrounding the site is a high-priority redevelopment area for the Town. We reiterate that the proposed development is situated within a planned District Activity Centre, and will fulfill the aforementioned opportunities by delivering a mixed use development with a majority-residential component, with a prominent, contemporary built form that encourages street activation.

Whilst this proposal precedes precinct planning of the Oats Street Station Neighbourhood, it is supported by a detailed analysis of the current amenity of the locality, its emerging planning framework, and its desired future built form and amenity, including precinct planning principles of SPP 7.2 and precinct planning case studies. Discussion of these considerations is provided at section 9 of this Report, and demonstrates consistency of the proposal with the principles of orderly and proper planning.

6.1.4 Oats Street Station Neighbourhood

As noted above, the site is located within the Oats Street Station Neighbourhood, being one (1) of 14 Neighbourhoods identified within the Strategy. This Neighbourhood is classified as a Precinct Planning Area, which is a Neighbourhood anticipated to undergo change to accommodate growth through precinct structure planning (or other planning instruments) that will subsequently make specific recommendations for changes to the local planning framework, as well as identify upgrades to the public realm, access and infrastructure of the Neighbourhood.

Chapter 8 of the Strategy recognises the designation of Oats Street Station as a Station Precinct under the Central Sub-Regional Planning Framework, with potential for intensification of development, and notes the possibility of rezoning the industrial land for mixed use development. The three (3) objectives of the Oats Street Station Neighbourhood are:

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

The Strategy identifies the precinct planning of Oats Street Station Neighbourhood as a high priority, both in Chapter 3 with regard to Activity Centres and Employment Areas and in Chapter 8 which explores each of the Neighbourhoods in detail. Each of the four (4) actions outlined to achieve the above objectives are given a timeframe of 1 – 2 years for completion.

The proposed development meets both Objectives 1 and 2 above, and indirectly addresses Objective 3. With regard to Objectives 1 and 2, the site is situated directly opposite the planned location of the upgraded METRONET Oats Street Train Station (and 100m from its current location), and therefore could not be better located for high density, mixed use development within the Oats Street Station Neighbourhood. Oats Street

Station also accommodates a small bus interchange with high frequency bus routes, which we understand may be expanded as part of the planned upgrades.

The proposed development maintains substantial setbacks to the side boundaries adjoining residential development, to reduce the impact of bulk and scale. The minimum side setback to the north and west boundaries is 3.2m, up to a maximum of 8.1m at the Ground floor, 4.3m at the tower levels.

Further, the active ground floor use, verge landscaping, and striking built form will activate the streetscape and complement the public space and amenities at the new, adjacent public transport hub.

6.2 Town of Victoria Park Local Planning Scheme No. 1

6.2.1 Purpose & Intent

The objectives and intentions of the Town's *Local Planning Scheme No. 1* ('LPS 1') are outlined at clause 6 of LPS 1 as follows:

- 1) *The Council has prepared this Scheme for the purpose of controlling and guiding development and growth in a responsible manner and which can initiate, accommodate and respond to change.*
- 2) *The overall goal of this Scheme is to ensure that the Town of Victoria Park and its environs will be widely recognised as providing a high level of services and amenities in a friendly and accountable manner.*
- 3) *The general objectives of this Scheme are -*
 - a) *to cater for the diversity of demands, interests and lifestyles by facilitating and encouraging the provision of a wide range of choices in housing, business, employment, education, leisure, transport and access opportunities;*
 - b) *to protect and enhance the health, safety and general welfare of the Town's inhabitants and the social, physical and cultural environment of the Town;*
 - c) *to ensure that the use and development of land is managed in an effective and efficient manner within a flexible framework which -*
 - i) *recognises the individual character and needs of localities within the Scheme area; and*
 - ii) *can respond readily to change;*
 - d) *to ensure planning at the local level is consistent with the Metropolitan Region Scheme and wider regional planning strategies and objectives;*
 - e) *to promote the development of a sense of local community and recognise the right of the community to participate in the evolution of localities;*
 - f) *to promote and safeguard the economic well-being and functions of the Town;*
 - g) *to co-ordinate and ensure that development is carried out in an efficient and environmentally responsible manner which -*
 - i) *makes optimum use of the Town's growing infrastructure and resources;*
 - ii) *promotes an energy efficient environment; and*
 - iii) *respects the natural environment; and*
 - h) *to promote and safeguard the cultural heritage of the Town by -*
 - i) *identifying, conserving and enhancing those places which are of significance to the Town's cultural heritage;*
 - ii) *encouraging development that is in harmony with the cultural heritage value of an area; and*
 - iii) *promoting public awareness of cultural heritage generally.*

The proposed development is consistent with the above objectives and intentions of LPS 1, noting the following reasons in particular:

- The proposal will diversify the housing choices available to current and future residents of the Town;
- The proposal will cater to diverse business and employment needs by creating a space for small-scale retail and restaurant / café businesses to serve the local community, an offering not yet seen in proximity to Oats Street Train Station;
- The proposal will accommodate a diverse range of transport needs and preferences both directly and indirectly by:
 - providing amenities for several modes of transport at the development itself, including extensive bicycle parking and end-of-trip facilities, private vehicle parking for residents, visitors and staff with consideration given to smart EV charging;
 - aiding the advancement of the local public transport services by bringing approximately 127 additional residents to the local community;
- The proposal seeks flexibility in the application of the local planning framework in order to provide an economic and social benefit to the immediate and wider area, and realise the vision of the unique locality without undue delay;
- The proposal is consistent with the MRS and relevant state planning policies;
- The proposal will promote a sense of local community through street activation, passive surveillance, interaction with the planned train station and public space opposite the site, improvement of the visual amenity of the site and street verge, delivery of additional residents, workers and visitors to the local area, and creation of new spaces for the community to interact and socialise;
- The proposal will undergo extensive public advertising during its assessment by the SDAU; and
- The proposal will bring economic value to the Town and wider economy whilst safeguarding the economic wellbeing of its existing retail and commercial areas, given the site is located in a designated District Activity Centre and also identified for mixed use development by the Town's draft planning framework.

6.2.2 Zoning

The site is zoned 'Industrial 1' under the provisions of LPS 1. The site is located within Precinct 9 – Welshpool Precinct ('P9'), and directly adjacent to Precinct 10 – Shepparton Precinct ('P10'), of LPS 1.

The land abutting the site to the north and east is zoned 'Residential' under LPS 1, with a density coding of R40. Two land parcels zoned 'Commercial' are located north-east of the site, on the opposite side of the passenger rail line, which accommodates a child care centre.

The surrounding locality also includes two (2) LPS 1 reservations, being 'Parks and Recreation' which accommodates the Aqualife Centre and Somerset Park, and 'Public Purposes – Civic Use' at No. 71 Oats Street which currently appears vacant.

P9 of LPS 1 outlines the following intent of the 'Industrial 1' Zone:

This section of the precinct shall be developed primarily for small scale industrial uses. Buildings shall be attractively designed so they contribute to a high quality industrial streetscape.

The preferred uses shall be light industry, research and development, showrooms and warehouses will be allowed where they are to be complementary to the industrial area.

Other non-industrial uses will generally be discouraged from locating in the precinct except where they are to be incidental uses, or where they directly serve the area, and the nearby residential precincts.

Development shall be of a low to medium scale and sites shall be well landscaped and maintained. Buildings are to be set back from the street, and landscaping of the setback area is to be provided and maintained. Where sites are adjacent to or abut residential uses, setbacks to new industrial buildings must be provided to ensure that development respects those residential uses.

Notwithstanding the proposed development will be attractively designed, contribute to a high-quality streetscape, and directly serve the area through the creation of two (2) small commercial tenancies, it is recognised that the proposal is not consistent with the overall intent of the current 'Industrial 1' zoning of the site.

As discussed previously, the site is located in an outer segment of the Welshpool industrial area which is divided from the broader industrial area both physically (by Welshpool Road and the passenger rail line) and through the planning framework (being zoned 'Urban' rather than 'Industry' under the MRS). This segment is characterised by small-scale light-industrial and mixed business development, much of which is dilapidated and aging.

Refer **Figure 7 – Local Planning Scheme No. 1 Zoning**.

6.2.3 Land Use

The proposed development comprises 85 multiple dwellings and one (1) commercial tenancy, intended for retail or food and beverage uses. This Application therefore seeks Development Approval for the 'Fast Food Outlet', 'Multiple Dwelling', 'Shop' and 'Restaurant/Café' land uses under LPS 1.

The permissibility of the proposed land uses within the 'Industrial 1' Zone, as per the Zoning Table of LPS 1, is outlined as follows:

- Fast Food Outlet: 'P' (permitted);
- Multiple Dwelling: 'X' (prohibited);
- Shop: 'AA' (discretionary); and
- Restaurant/Café: 'AA' (discretionary).

Each of the proposed uses, with the exception of Multiple Dwelling, are capable of approval at the site under its current zoning. Shop and Restaurant/Café are 'AA' uses within the 'Industrial 1' Zone, which means the use is not permitted unless Council has granted Development Approval, as per clause 15(1) of LPS 1.

This proposal seeks the discretion of the WAPC to approve the Multiple Dwelling land use at the site. Section 7 of this Report demonstrates that the proposed land uses are compatible with the existing and future amenity of the locality, and that their approval would be consistent with the principles of orderly and proper planning.

6.2.4 Built Form

P9 of LPS 1 provides a range of development standards applicable to the 'Industrial 1' Zone. The standards relevant to the site and proposed development are summarised as follows:

- Plot Ratio: Maximum of 1:1;

- Street Setbacks: Minimum of 4.5m from primary street and 2.25m from secondary street frontages;
- Car Parking: may be provided in front setback area, however, must be screened from the street by an area of landscaping of at least 1.5m in width;
- Landscaping: Minimum of 25 per cent of the front setback area between the site boundary and building setback requirement shall be landscaped, and car parking within this area shall be incorporated in the landscaping with shade trees provided at a rate of one (1) tree per four (4) bays.

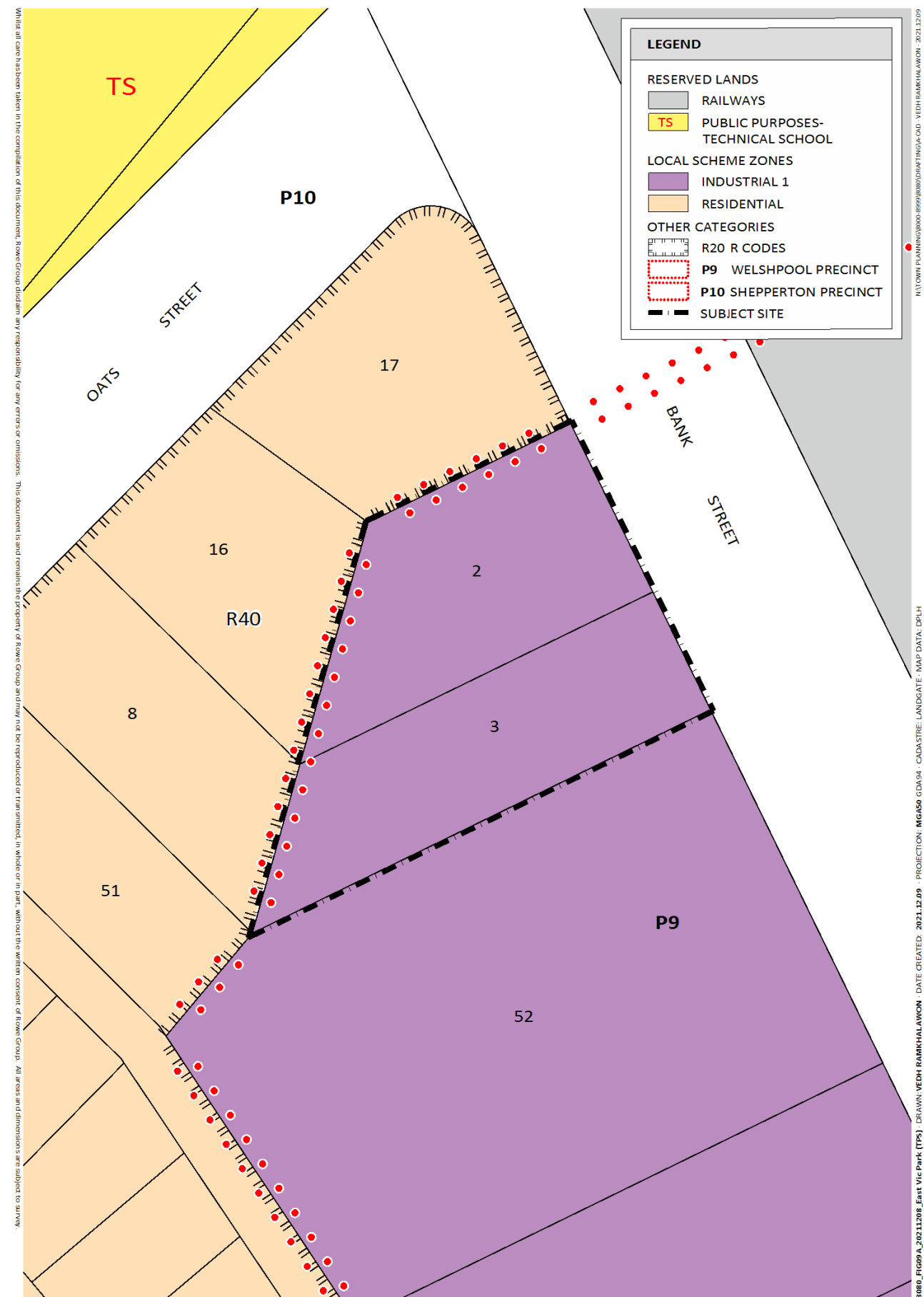


Figure 7. Local Planning Scheme No. 1 Zoning

The proposed development has a plot ratio of 5.12:1, and 1m setbacks to the primary street.

Car parking is not provided within the front setback area at ground level, and landscaping is provided across the frontage, side setbacks and verge area. Extensive landscaping is also provided at levels 2 and 11 of the development.

6.3 Town of Victoria Park Draft Local Planning Scheme No. 2

6.3.1 Background

The Town is currently preparing a new draft local planning scheme, to be known as Local Planning Scheme No. 2 ('draft LPS 2'), which was advertised from May to August 2023. Draft LPS 2 seeks to bring the Town's scheme into line with 'Schedule 1 – Model provisions for local planning schemes' contained in the *Planning and Development (Local Planning Scheme) Regulations 2015*, which primarily involves revising and consolidating zones, land uses, and land use permissibility categories.

The Strategy proposes the new scheme be developed in two stages:

1. *Stage One – following final approval of the Local Planning Strategy by the Council, prepare a new Local Planning Scheme No.2 based on the 'model scheme text format' (Schedule 1 of the Planning and Development (Local Planning Schemes) Regulations 2015) and the short-term actions of this Strategy.*
2. *Stage Two – progressively investigate and resolve the medium and long-term actions over the next five years, and implement the recommendations from these projects, through a series of 'strategic' amendments to Local Planning Scheme No 2.*

6.3.2 Zoning

Draft LPS 2 proposes the consolidation of the current 'Industry 1' and 'Industry 2' zones under LPS 1 into a single 'Light Industry' zone. The site is therefore proposed to be re-zoned to 'Light Industry'.

The site at the corner of Oats Street and Jutland Avenue, which currently accommodates a childcare centre, is zoned 'Commercial' under LPS 1 with a density coding of R30. Under draft LPS 2, the site is proposed to be re-zoned to 'Mixed Use' and assigned a density coding of R-AC4.

The site on Somerset Street which accommodates the Aqualife aquatic centre is currently reserved for 'Public Open Space' under LPS 1. Under draft LPS 2 this is proposed to change to a 'Recreation' reserve to better reflect the land use.

No further changes are proposed to the zoning surrounding the site.

6.3.3 Land Use

As noted above, draft LPS 2 proposes changes to the land user permissibility categories to align them with the model provisions. Under draft LPS 2, the proposed land uses and their permissibility within the 'Light Industry' zone are as follows:

- Fast Food Outlet / Lunch Bar: 'P' (permitted);
- Multiple Dwelling: 'X' (prohibited);
- Shop: 'I' (incidental); and
- Restaurant/Café: 'I' (incidental).

We also note that draft LPS 2 proposes to lift the prohibition on multiple dwellings in residential areas coded less than R40, which would enable multiple dwellings to be developed in the surrounding R30-coded residential areas.

6.4 Town of Victoria Park Oats Street Station Precinct Plan

Preparation of a precinct plan for the Oats Street Station Neighbourhood is identified in the Town's Strategy as a 'short-term' action, to be undertaken within one (1) to two (2) years. Noting that the Strategy was endorsed by the WAPC in May 2022, this indicates completion by mid-2023 or mid-2024.

This precinct planning exercise was ultimately commenced by the Town in approximately August 2023, starting with preliminary community engagement consisting of an initial, online context survey conducted from August to October 2023.

As of December 2023, the landing page for the Oats Street Station Precinct Planning community engagement on the Town's website advises that delivery of a final precinct structure plan is expected to take approximately two (2) to three (3) years*. This indicates completion by mid-2025 or mid-2026, being an additional two (2) years beyond the timeline indicated in the Town's Strategy.

The results of the preliminary community engagement were published by the Town on 8 November 2023. The Town subsequently released two (2) indicative precinct plan scenarios for public comment, with comments being sought up to the end of November 2023. The two (2) scenarios consist of a 'Consolidated Core' scenario and a 'Distributed Density' scenario.

The 'Distributed Density' scenario proposes a 'Station Core', 'Medium Density Residential Frame', 'Mixed-Use Frame' and 'Residential Frame'. It proposes a building height of up to 6 storeys around the train station, and upcoding throughout the existing residential areas to enable 3-4 storey development. The Town notes this may be difficult given the fragmentation of land ownership throughout the area.

The 'Consolidated Core' scenario proposes a 'Station Core', 'Commercial/Industrial Frame' and 'Residential Frame'. Development of up to 10 storeys is proposed in proximity to the train station, with no or minimal changes to the density coding of existing residential areas.

Preparation of the precinct plan is further discussed at Section 7.3 of this Report, within the context of the emerging planning framework and future built form of the precinct.

*Town of Victoria Park. "Oats Street Station Precinct Planning." <https://yourthoughts.victoriapark.wa.gov.au/oats-street-precinct-planning>. Accessed 1 December 2023.

7. Orderly & Proper Planning

In determining an application for 'significant development' under the Part 17 approval pathway, the WAPC must have regard for, among other matters, the principles of orderly and proper planning and preservation of the amenity of the locality.

7.1 Defining Orderly & Proper Planning

The term 'orderly and proper planning' is not defined within the Western Australian planning framework, but the phrase was explained by the Western Australian Supreme Court in *Marshall v Metropolitan Redevelopment Authority [2015] WASC 226*. The Court emphasised that a broad range of considerations may be relevant to a particular development in identifying the 'proper' use of land, including but not limited to the applicable planning framework, and that any exercise of discretion should have a sound basis in order for it to be considered 'orderly':

The planning discretion should be directed to identifying the 'proper' use of land - that is, the suitable, appropriate, or apt or correct use of land. In order to do so, the exercise of discretion would clearly need to have regard to any applicable legislation, subsidiary legislation and planning schemes (such as region schemes, town planning schemes, local planning schemes) and policy instruments. The State Administrative Tribunal has observed that 'at the heart of orderly and proper planning' is a public planning process which permits the assessment of individual development applications against existing planning policies 'so that the legitimate aspirations found in the planning framework may be translated into reality'.

However, there is no reason in principle why planning legislation and instruments will be the only matters warranting consideration in determining what is a 'proper' planning decision. The matters which warrant consideration will be a question of fact to be determined having regard to the circumstances of each case.

While the exercise of discretion will involve a judgment about what is suitable, appropriate, or apt or correct in a particular case, that judgment must (if it is to be 'orderly') be an objective one. If the exercise of discretion is to be an orderly one, the planning principles identified as relevant to an application should not be lightly departed from without the demonstration of a sound basis for doing so, which basis is itself grounded in planning law or principle. A broad range of considerations may be relevant in that context.

Whilst the subject proposal seeks to set aside the current zoning of the site, this does not contradict the principles of orderly and proper planning in and of itself. Approval of the proposal should be considered orderly and proper if the decision has regard for all relevant considerations, and that any departures from the applicable planning framework have been suitably justified.

Whilst the proposal seeks to depart from the current zoning under LPS 1, the above sections of this Report demonstrate the proposal's consistency with the balance of the current planning framework. In departing from the current zoning, the proposal seeks discretion with regard to approval of the 'Multiple Dwellings' land use, and elements of the built form which would typically be guided by a density coding or precinct plan such as building height and setbacks.

The proposed land uses and built form are consistent with the principles of orderly and proper planning when having regard to the impact on the amenity of the surrounding development, the emerging planning framework of the locality, and its desired future built form and amenity. In understanding this desired future context, we should have regard for the Town's draft planning framework, the planned Oats Street METRONET

station upgrade, and examples and principles of precinct planning around train stations, including those outlined in SPP 7.2. These considerations are discussed in the following sections of this Report.

We also consider it important to have regard to the wider impacts of the development, including the opportunity to deliver a significant number of dwellings amidst the current housing crisis. This opportunity is discussed at section 10 of this Report.

7.2 Preservation of Current Amenity

7.2.1.1 Compatibility of Multiple Dwellings & Surrounding Land uses

The site and surrounds are appropriately located for redevelopment centred around medium to high density residential, for the reasons outlined at sections 6.3 and 7.1.3 above in relation to the future of the Oats Street Station Precinct and the excellent opportunity for rezoning and redevelopment of the locality, as well as those detailed below at section 7.1.5 of this Report.

Aside from the strong redevelopment potential of the locality, the site is bound on two (2) sides by an established residential area, zoned 'Residential' under LPS 1 with a density coding of R40. The land opposite the site, on the eastern side of the passenger rail line, is also comprised of residential development (as well as a child care centre).

Comparatively, the site is located at the outer-most edge of the light-industrial area and only abuts industrial development at one (1) boundary. The adjacent industrial land is occupied by small light-industrial and mixed business units, which themselves adjoin residential land to the west.

The surrounding residential area is undergoing a transition, with residential densities increasing in recent years. The surrounding locality comprises a large number of grouped dwellings, as well as a growing number of multiple dwellings. This includes multiple dwelling developments at No. 42 Oats Street (175m south-west of the site) and No. 8 Welshpool Road (400m south of the site, with its residential component addressing Swansea Street East).

Given the above, the proposed Multiple Dwelling land use is compatible with the residential and light-industrial / mixed business development surrounding the site. We therefore request the WAPC exercise its discretionary power to vary the existing planning framework and approve proposed variation to LPS 1.

7.2.1.1 Alignment of Built Form with Existing Streetscape and Character

The proposed development is designed in accordance with the expected future scale and character of the locality, such as that outlined in the METRONET Gateway, which is likely to be accelerated as a result of the METRONET upgrade to Oats Street Train Station. As a result, the proposed built form does not accord with the development standards relating to plot ratio or setbacks applicable to the 'Industrial 1' Zone within P9 of LPS 1.

Notwithstanding, the proposed variations to plot ratio and street setbacks will not have an adverse impact on surrounding development. As outlined in the Residential Design Codes Assessment at Attachment 5, the proposal will not overshadow the surrounding residential development, and the significant setbacks of the tower from the side boundaries allow for adequate sunlight and ventilation.

The existing office building at the site has a nil setback to the street, consistent with that of the proposal. The adjacent Bank Street properties are comprised of a residential building to the north which is occupied by a real estate agency, and light-industrial and mixed business development to the south of the site. The proposed nil street setback will therefore not impact the amenity of any residential dwellings.

Further, the proposed nil street setback will activate the street and provide better connection with the planned Oats Street Train Station and public transport hub, and additional amenities and services which will likely arise within the immediate locality in the near future.

7.3 Emerging Planning Framework

7.3.1 Town of Victoria Park Local Planning Strategy

The Town's Strategy identifies the locality as having a high potential for intensification; notes the potential for rezoning of the industrial land; sets an objective to maximise higher density residential and mixed use development close to Oats Street Station; and ultimately recommends a number of investigative and precinct planning actions. This includes preparation of a precinct structure plan (or similar instrument) for the Oats Street Station Neighbourhood, which is assigned a timeframe of one (1) to two (2) years.

7.3.2 Town of Victoria Park Oats Street Precinct Planning

As discussed previously at Section 6.4 of this Report, the Town has recently commenced preparation of a precinct plan for the Oats Street Station Neighbourhood. Whilst the Town's Strategy assigns a timeframe to this exercise of one (1) to two (2) years, the Town's website advises the precinct plan is likely to be finalised by mid-2025 to mid-2026—approximately two (2) years later than indicated by the Strategy.

At present, two (2) indicative scenarios have been prepared for public comment: a 'Consolidated Core' scenario and a 'Distributed Density' scenario. The scenarios propose development of up to 6 storeys and 10 storeys, respectively, in proximity to Oats Street train station.

7.3.3 Oats Street METRONET Station Precinct

In November 2021 METRONET published the *METRONET Station Precincts Gateway* ('METRONET Gateway'), which provides a high-level assessment of how planning and development around METRONET stations can contribute toward meeting the objectives of *Perth and Peel@3.5 million* and sub-regional growth strategies. METRONET station precincts are identified as some of the most important locations for future development of housing, jobs, and community services. The METRONET Gateway identifies precincts surrounding each METRONET station, incorporating the land within a 1km radius of the station.

7.3.3.1 Description of Precinct

The Oats Street Station Precinct ('Precinct') is identified as a 'Neighbourhood Centre' Station Precinct, designated under the METRONET typology framework. The *Delivering Successful METRONET Station Precincts* publication describes 'Neighbourhood Centre' precincts as being predominantly medium to higher density residential in character with retail and services that meet the daily needs of the local community.

With regard to housing, the METRONET Gateway recognises that the Precinct is currently characterised by single and grouped dwellings, with some small scale multiple dwelling developments, and notes that future precinct planning should promote higher density housing options in close proximity to the new station. The METRONET Gateway rates the Precinct as having an above average potential for growth across all indicators.

The METRONET Gateway also rates the Precinct as having above average readiness for development, whilst noting that contemporary precinct planning framework should be established to promote greater diversity and intensity of development.

7.3.3.2 Future Urban Form

In outlining a future urban form scenario for the Precinct, the METRONET Gateway identifies the need for a transition from a low intensity to medium and high intensity urban form surrounding the station and along

key corridors. The site and immediately surrounding land are therefore identified for high-intensity residential development. An appropriate urban form for the site and surrounds is outlined as follows:

- Building height: 5+ storeys (but may be considerably higher, subject to local planning);
- Land use: mixed use and multiple dwellings;
- Density coding: Greater than or equal to R100; and
- Strong building frontages with minimal setbacks for lower 3-5 levels.

The METRONET Gateway establishes a likely transition away from the existing industrial and mixed business land uses, toward a greater utilisation of the land through a mix of higher-density residential and commercial offerings, subject to detailed planning and progress of the METRONET Oats Street Station upgrades.

In its Methodology section, the METRONET Gateway notes that a high intensity urban form will typically be associated with Strategic Centre or Town Centre stations, but is also considered for opportunity sites based on availability or amenity. Therefore, whilst not located within a 'higher order' station precinct, the METRONET Gateway recognises the unique opportunity for high-density development at the site and immediate surrounds given the underutilisation of the land; and close proximity to transport infrastructure, established education and community facilities, and established employment areas.

The proposed development is consistent with this desired urban form, given its 16-storey building height; mix of multiple dwellings and commercial uses; striking frontage with nil setbacks at the podium levels to encourage street activation; and built form consistent with a minimum density coding of R100.

The proposal will build upon the momentum driven by the Oats Street Station METRONET project, to progress the redevelopment of the Precinct toward the high-density future urban form endorsed by the METRONET Gateway. The proposed development will deliver one of the first high-density developments surrounding the METRONET stations; thereby providing an example of high-quality, transit-oriented development in proximity to established retail, hospitality and community facilities, which delivers the critical mass needed to support the State's METRONET vision.

Rowe Group previously met with the Director responsible for the delivery of METRONET within the DPLH in relation to the project. This meeting was convened to ascertain whether there was any inconsistency between the METRONET delivery of the relocated Oats Street Train Station and our Client's development aspirations. No such inconsistency was identified.

7.4 Precinct Planning Case Studies

7.4.1 METRONET East – Bayswater Project Area

The METRONET East – Bayswater Project Area is one (1) of three (3) precincts within the DevelopmentWA METRONET East redevelopment area. The Project Area incorporates the land surrounding the upgraded METRONET Bayswater Station, including part of the Town Centre and surrounding residential area.

As shown in figure 8, the Bayswater East Structure Plan applies the density coding of R-AC0 within the Core Precinct, this allows for the possibility of 15 storey high development surrounding the station area.

Refer **Figure 8 – Bayswater Town Centre Structure Plan Existing Land Use**.

DevelopmentWA has developed and is administering a new planning framework for each of the precincts in order to maximise development opportunities arising from the station upgrades and to aid in creating "vibrant, connected town centres"*.

*DevelopmentWA. "METRONET East – Overview." <https://developmentwa.com.au/projects/redevelopment/metronet-east/overview>. Accessed 1 December 2023.

There are a range of similarities between the Bayswater East Project Area and the Oats Street Station Neighbourhood, including but not limited to:

- Designation of 'District Centre' under SPP 4.2;
- Identification as a 'Station Precinct' under METRONET Gateway and in accordance with SPP 7.2, given both locations centre around an upgraded METRONET train station;
- Very similar distance from the Perth CBD, with both train stations located approximately 6.5km from the Perth General Post Office ('GPO');
- Current built form predominately characterised by single dwellings and some grouped dwelling;
- Close proximity to a mix of light industrial / mixed business uses; and
- Very similar dwelling and population growth estimates as per METRONET Gateway:
 - Oats Street: Additional 420 dwellings and increase by 1,010 in population;
 - Bayswater: Additional 490 dwellings and increase by 880 in population;
 - Additional dwellings: 420 (Oats Street) and 490 (Redcliffe).

The METRONET East - Bayswater Design Guidelines were prepared by DevelopmentWA and adopted at its 21 March 2022 Board meeting. Given the similarities between the two (2) precincts, the Design Guidelines provide a useful case study to guide the appropriate precinct planning of the Oats Street Station Neighbourhood.

The Design Guidelines enable development with a building height of up to 15 storeys in proximity to Bayswater train station, stepping down to 10 storeys, eight (8) storeys and six (6) storeys further from the station. These locations then interface with land for which the designated R-Code applies, which range from R40 to R80.

Refer **Figure 9 - METRONET East Bayswater Project Area: Height Plan.**



Figure 8. Bayswater Town Centre Structure Plan Existing Land Use



Figure 9. Metronet East Bayswater Project Area: Height Plan

7.4.2 Redcliffe Station Precinct Activity Centre

The Draft Redcliffe Station Activity Centre Plan was prepared by the City of Belmont to provide guidance for the development of a significant portion of land bound by Great Eastern Highway, Coolgardie Avenue, Redcliffe Road, Fauntleroy Avenue and Tonkin Highway, within the context of the planned (now constructed) METRONET Airport West train station.

The Draft Plan was adopted by the City of Belmont for the purposes of public advertising in May 2021. Whilst the Draft Plan is yet to receive WAPC approval, the provisions of the Draft Plan (in addition to the suite of accompanying strategic and policy documents prepared by the City of Belmont in the years prior), demonstrate a clear intention for the re-development of the precinct.

the Oats Street Station Neighbourhood precinct planning given the similarities between the two precincts, including:

- Identification as ‘Station Precinct’ under METRONET Gateway, given location surrounding METRONET train station, and similar distance from Perth Central Business District;
- Locality currently predominantly comprised of single dwellings, with some grouped dwellings;
- In proximity to comparable mix of commercial / light industrial uses:
 - Redcliffe: mixed business / highway commercial / light industrial uses on Great Eastern Highway and near Perth Airport;
 - Oats Street: industrial / mixed business / highway commercial uses on Welshpool Road, Shepparton Road and Albany Highway;
- Comparable dwelling / population growth estimates as per METRONET Gateway:
 - Additional dwellings: 420 (Oats Street) and 710 (Redcliffe);
 - Population increase: 1,010 (Oats Street) and 1,340 (Redcliffe).

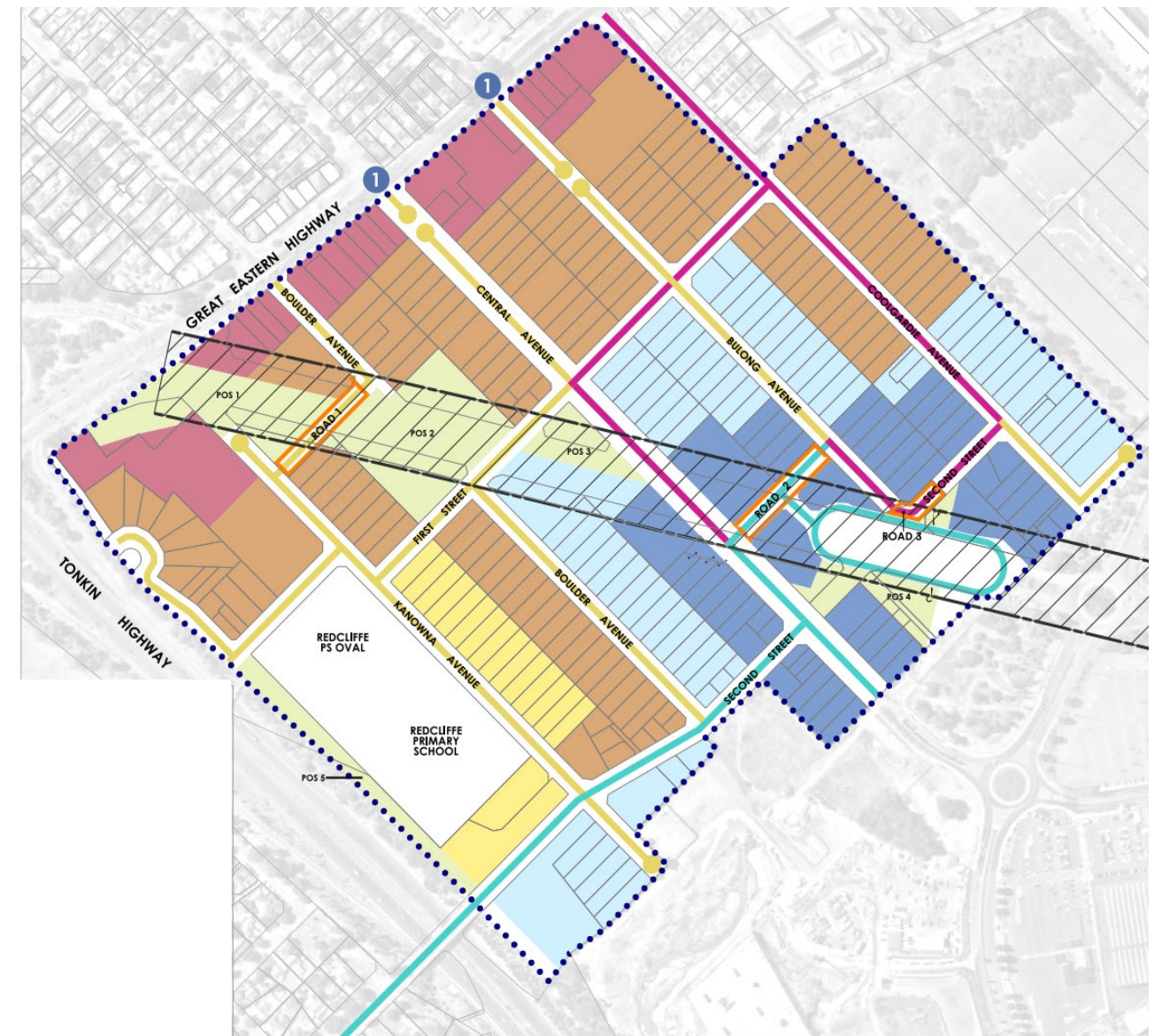
The Draft Plan provides a useful case study to inform

Refer **Figure 10 – Draft Redcliffe Station Precinct Primary Control Table** and **Figure 11 – Redcliffe Station Precinct Activity Centre Plan**.

Table 1: Primary Control Table for Redcliffe Station Precinct Activity Centre Plan.

Key Controls	Centre	Centre Transition	Residential Core	School Interface	Urban Corridor
Minimum Development Site Area (m ²)	1,600m ² _A	1,600m ²	1,600m ²	1,600m ²	1,000m ²
Minimum Development Site Frontage (m)	30m	30m	30m	30m	20m
Site R-Coding	R-ACO	R-AC3	R100	R60	R-ACO
Minimum Site Area per dwelling (for Single and Grouped Dwellings)	Not Applicable	80m ² _B	80m ² _B	80m ² _B	Not Applicable
Minimum Residential Density (Minimum Dwelling Units per 100m ² of Site Area)	1.25	0.88	0.66	0.55	0.88 _C
Plot Ratio Maximum	3.0	2.0	1.3	0.8	3.0
Plot Ratio Maximum where development bonuses applicable	4.0	3.0	2.0	n/a	4.0
BUILDING HEIGHT					
Building Height Minimum (metres/approximate storeys)	4 Storeys	3 Storeys	2 Storeys	2 Storeys	3 Storeys
Building Height Maximum (metres/storeys)	8 Storeys	6 Storeys	4 Storeys	3 Storeys	8 Storeys
Building Height Maximum where bonuses applicable (metres/storeys)	13 Storeys _D	8 Storeys	6 Storeys	n/a	13 Storeys _D
Boundary Wall Maximum Height	Refer to Redcliffe Station Precinct Design Guidelines				

Figure 10. Draft Redcliffe Station Precinct Primary Control Table (Extract)



Plan 2: Sub-Precinct Plan for the Redcliffe Station Precinct Activity Centre Plan.

LEGEND

- Activity Centre Plan Boundary
 - Public Open Space
 - Centre Sub-Precinct (building height range: 4-13 Storeys including bonus)
 - Centre Transition Sub-Precinct (building height range: 3-8 Storeys including bonus)
 - Residential Core Sub-Precinct (building height range: 2-6 Storeys including bonus)
 - School Interface (building height range: 2-3 Storeys)
 - Urban Corridor (building height range: 3-13 Storeys including bonus)
 - Rail Tunnel Alignment - Loading and excavation assessment required
 - New Roads to be Provided (clause 7.2.1)
 - The direct road connection of Bulong Avenue and Central Avenue to Great Eastern Highway will not be implemented until such time as Qantas relocates from Terminal 3 and Terminal 4 and/or the ultimate upgrade of Great Eastern Highway is completed, and traffic modelling demonstrates that the connections will be safe and not lead to increased 'rat-running' through the precinct.
- STREET CHARACTER TYPES**
- Street Character Type A
 - Street Character Type B
 - Street Character Type C

Figure 11. Redcliffe Station Precinct Activity Centre Plan

7.5 Future Context Analysis

Rowe Group has prepared the Oats Street Neighbourhood Future Contextual Analysis, which depicts the anticipated future land uses, building heights, and approximate street and podium setbacks for the locality.

The Future Contextual Analysis is comprised of a 'Land Use Precincts' Plan and a 'Building Height' Plan, and Built Form massing model, provided right and below.

This analysis is intended to represent a reasonable future development scenario, having regard for the local and regional context of the locality, its prevailing and emerging planning framework, the desired built form based on State planning and METRONET strategic documents, and a range of case studies.

The Built Form massing model depicts the anticipated building heights, with nominal street and podium setbacks depicted. The massing model is intended to provide a 'high level' indication of future built form only; for example, we would expect greater variation in heights and setbacks within precincts, and greater levels of open space, in the ultimate development outcome of the locality.

Refer **Figure 12 – Future Built Form Model: Plan View**, **Figure 13 – Future Context Plan: Land Use Precincts** and **Figure 14 – Future Context Plan: Building Height**.



Figure 12. Future Built Form Model

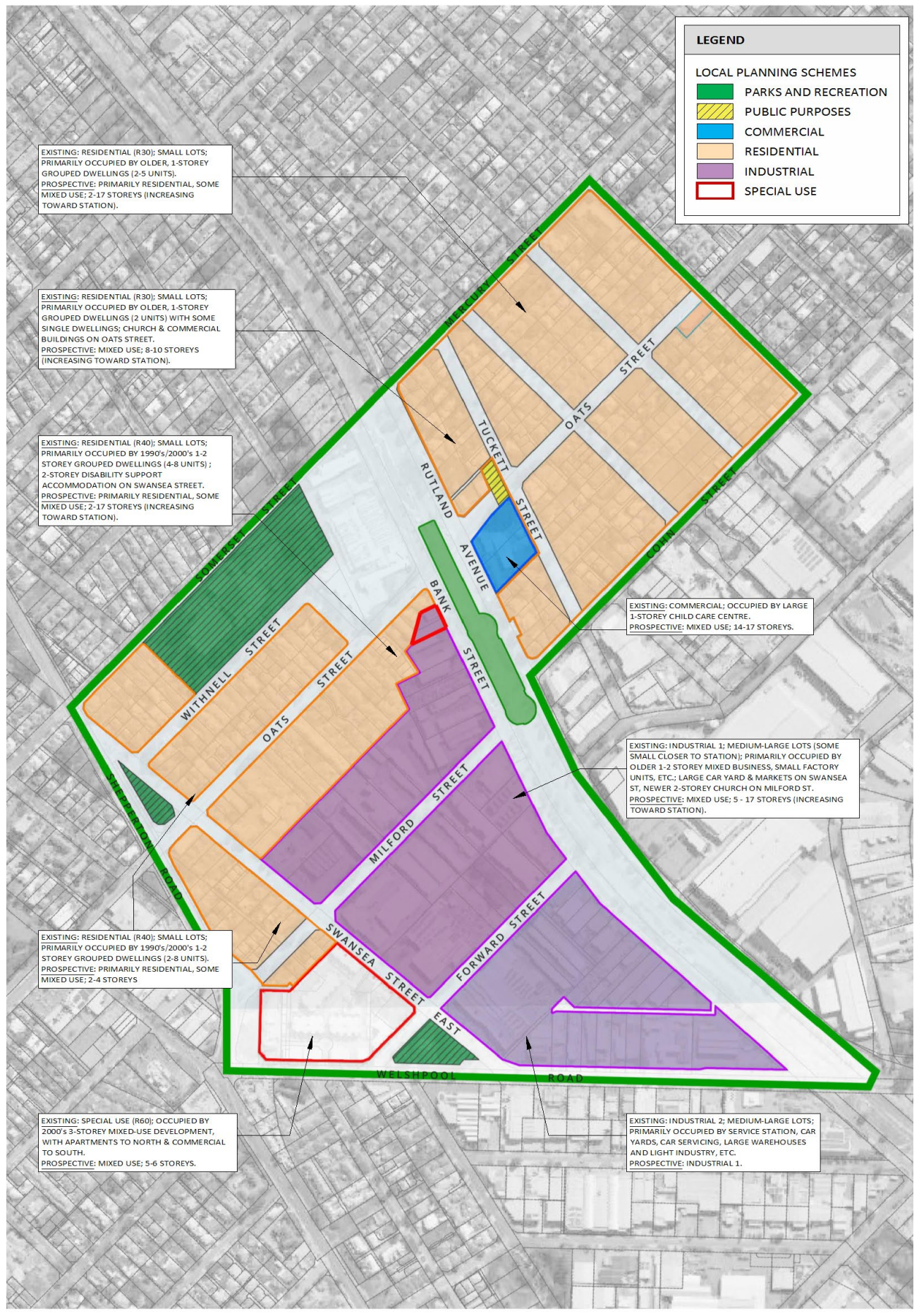


Figure 13. Future Context Plan - Land

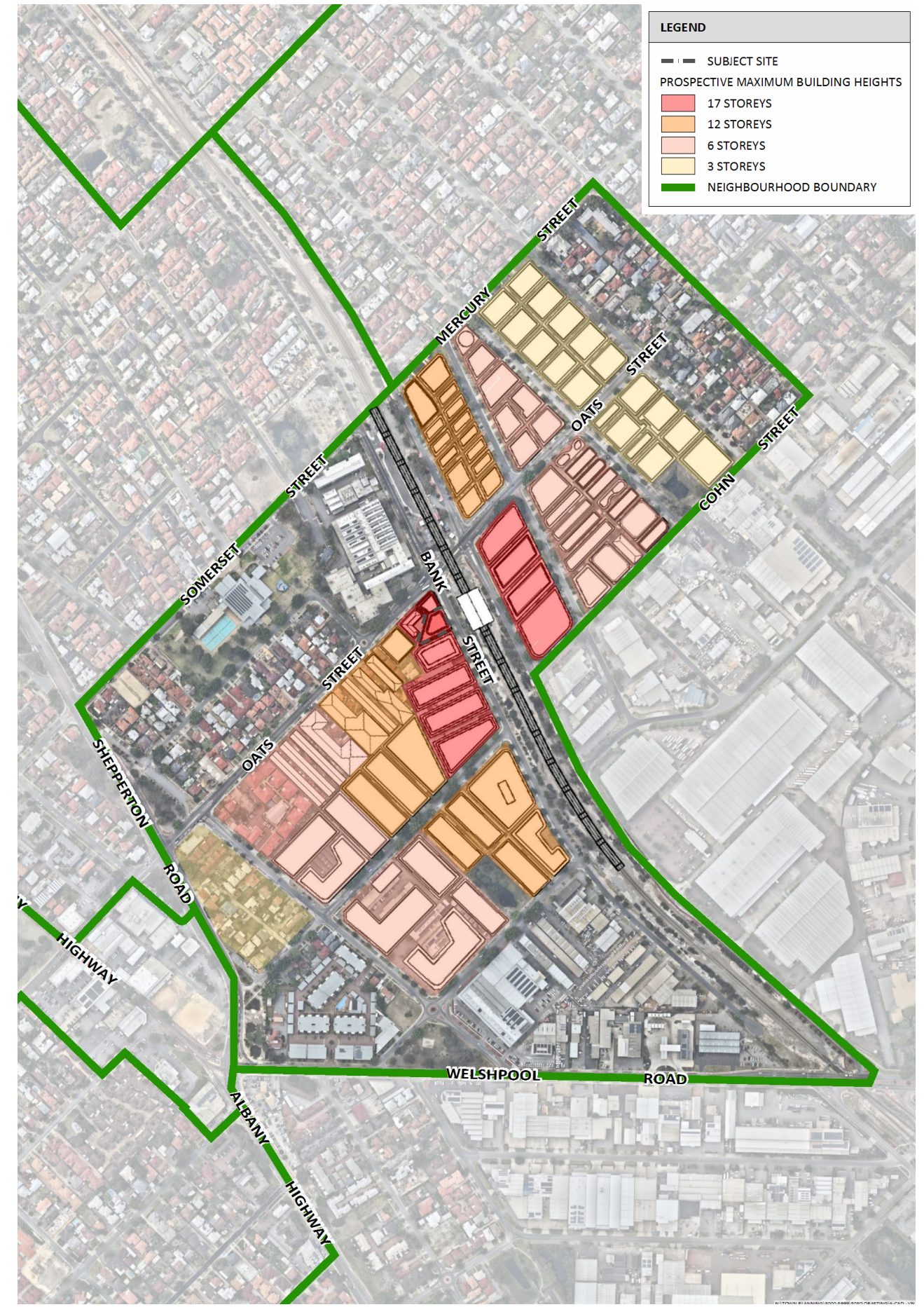


Figure 14. Future Context Plan - Building Height

8. Post-COVID-19: Addressing the Housing Crisis

The housing affordability crisis in the Perth Metropolitan Area, as well as across Australia, remains a pressing concern impacting a significant portion of the population. Addressing this multi-layered challenge requires various strategies, particularly bolstering the housing supply and stock. Industry efforts will prioritise and tackle multiple factors to resolve the housing crisis and offering housing options for the growing Australian population.

8.1 Housing in the Perth Metropolitan Area

8.1.1 Housing Affordability

Affordable housing is used as a broad and overarching term as Australia doesn't have a common definition across jurisdictions and government programs. Using *housing.id's* definition, "...affordability can be based on spending 30% of a person or households' gross income on rent, or a first homebuyer spending more than 30% of gross income on a mortgage based on a set of assumptions about deposit and interest rates". Affordable housing needs to be available as it ensures people have access to suitable and reasonably priced homes, this is crucial for community stability and wellbeing.

"Low-income households for the purposes of the communities of interest profiles is defined as households falling into approximately the bottom 20% of equivalised incomes across Australia."^{**}

The cost of living and the associated factors has put pressure on the population in WA. Rising interest rates, construction project delays, dwelling price and escalating rental costs have made housing less affordable in Western Australia*. As the demand for housing continues to grow and the supply stays weak, the prices, especially for renters continue to rise to unattainable levels. Provided in research by UDIA** the median weekly rent has risen by around \$200 per week since 2020 as of September 2023 for houses and units, to \$613pw and \$538pw respectively, which is out of the budget for majority of renters, yet there is little choice available as the crisis of the rental market worsens with the lowest vacancy rates in at least 10 years.

Evidence presented by the Bankwest Curtin Economics Centre* shows that only 43 per cent of WA renters have enough money left over for savings after paying rent, and a third cannot afford non-essential expenditure. 15 per cent of WA renters rate their housing as unaffordable which equates to around 40,000 households.

Local solutions to tackle this problem involve creating more housing in underdeveloped opportunity areas and introducing diverse housing types where they are currently limited. This can be achieved by emphasising multi-dwelling units and apartments in areas where such options are scarce, enhancing the diversity and suitability of available housing types.

*Bankwest Curtin Economics Centre. "Housing Affordability in Western Australia 2023: Building for the Future."

**UDIA. "Urban Intelligence: Monthly Economic and WA Property Market Analysis." October 2023.

8.1.2 Available Housing

Australia is currently grappling with a shortage of residential housing, impacting both the home ownership and rental markets. As of October 2023, the Perth Metropolitan Region is experiencing a decline in available housing, with rental vacancy rates dropping to 0.5%. This decline has been persistent since 2020, indicating a sustained scarcity of available properties*. Typically, a balanced market is indicated by a vacancy rate between 2.5 and 3.5 per cent, a range Perth hasn't met since early 2020**.

Despite a surge in construction, with around 27,000 dwellings under construction by the end of 2022 compared to approximately 12,000 in 2019***, once this passes through the system Western Australian housing supply

is expected to revert back to 2019 levels, insufficient to meet household formation. The lack of available housing options has created a cycle where homeowners are reluctant to sell, further reducing housing availability. High construction costs have made much new development financially unfeasible, leading to an anticipated shortage in new supply for the next 2 to 3 years.

People are now moving further out to the urban fringes due to these constraints, emphasising the need for increased supply closer to the Perth CBD. Supply in these high value areas may be controversial, and many sites constrained, but these are the sites the development industry wants to develop and can be brought to the market quickly. ***

The National Housing Finance and Investment Corporation estimates a housing shortage of 106,000 dwellings by 2027, with Perth expecting the most significant gap between new supply and household formation, resulting in an estimated shortage of 25,200 dwellings over the next 5 years. ****

Improving the efficiency of the development approval system by reducing timeframes and costs could potentially enhance site profitability and increase new supply.

*UDIA. "Urban Intelligence: Monthly Economic and WA Property Market Analysis." October 2023.

**News.com.au. "WA government assembles team to fix housing supply." Available at: <https://www.news.com.au/finance/real-estate/wa-government-assembles-team-to-fix-housing-supply/news-story/0921a6d5cf01d8e33619e4872986fd11>

***Bankwest Curtin Economics Centre. "Housing Affordability in Western Australia 2023: Building for the Future."

**** National Housing Finance and Investment Corporation. Home Guarantee Scheme. Trends and Insight Report 2022-23. <https://www.housingaustralia.gov.au/research-data-analytics/hgs-trends-and-insights-report-2022-23>

8.1.3 Housing Stock

The existing housing supply in the Perth Metropolitan Area is dominated by separate housing (75.5 per cent in Greater Perth and 81.5 per cent in regional WA). There has been little change in dwelling structure over a decade despite state government's attempts to increase the rate of infill development. ***

In the Town of Victoria Park, as of the 2021 census the dominant dwelling type was separate houses, making up 54.4% of the housing stock*. The emerging dwelling type was also the same typology. New build multi-units and apartments have the lowest levels of completed annual supply recorded over the last twenty years.

"In the twelve months to June 2023, just 1,036 apartments (in buildings of four stories or higher) were completed across the entire State, which is 26% lower than the long run average and 62% lower than the peak of supply recorded in FY17. Higher density apartment projects are currently only viable in a handful of Central City sub-region locations." **

The planning framework being restrictive when it comes to high density contributes to a lack of opportunities, exacerbating stagnancy and perpetuating issues within the housing crisis. Historically, 4+ story apartments and medium-density housing accounted for approximately 20% of new dwelling completions statewide, yet this trend has shifted over the past two financial years. Multi-unit completions have dropped to around 12%, with detached housing accounting for 88% of the new housing supply. This shift isn't conducive to sustainable housing solutions, limiting viable alternatives for those seeking different options and intensifying the housing shortage.***

*ABS (Australian Bureau of Statistics). "Victoria Park 2021 Census All Persons QuickStats." ABS, <https://www.abs.gov.au/census/find-census-data/quickstats/2021/LGA58510>.

*jd.com.au. "Affordability and Availability." [housing.id](https://housing.id.com.au/), <https://housing.id.com.au/>.

**UDIA. "Urban Intelligence: Monthly Economic and WA Property Market Analysis." October 2023.

***Bankwest Curtin Economics Centre. "Housing Affordability in Western Australia 2023: Building for the Future."

8.2 Fostering Increased Housing Supply: State Government Incentives and Initiatives

8.2.1 Housing Supply Unit

In October 2023, the State Government announced the establishment of a specialised Housing Supply Unit within the Department of Treasury. * The unit's objective is to collaborate with both the government and industry to develop policies aimed at enhancing housing supply, affordability, and expanding workforce capacity.

The Housing Supply Unit aims to generate economic forecasts for Western Australia and develop housing policies that drive market growth, focusing on measures that bolster supply and enhance the options and affordability of housing.

This government-backed initiative aims to complement the substantial investments made to boost housing delivery, including the \$2.6 billion investment in housing and homelessness measures for Western Australia.

8.2.2 Planning and Development Amendment Bill 2023

The state government has also focused on streamlining and simplifying the approvals process, as announced in October 2023** major changes to planning were made to accelerate decision making. These include improving consistency by cutting unnecessary red tape and strengthening the housing supply in WA.

The *Planning and Development Amendment Bill 2023* is positioned to enable the Government's essential planning reforms, which were the product of extensive community and industry consultations on planning reform since 2018.

The proposed Bill encompasses five principal initiatives designed to facilitate and accelerate the coordinated delivery of housing and critical infrastructure:

1. *A new permanent significant development pathway for projects;*
2. *Reforms to clarify decision making in local government for single houses;*
3. *Reforms to Development Assessment Panels;*
4. *Improving existing planning processes to cut unnecessary red tape, including removal of duplicate processes for the subdivision of land, streamlining the review of planning schemes and planning codes; and*
5. *Reform of the Western Australian Planning Commission (WAPC).*

"The Cook Labor Government's planning reforms will streamline existing processes, cut unnecessary red tape and build efficiencies into existing processes, ensuring that there are no unreasonable impacts on progressing planning and subsequent development of new homes."

The government's actions reflect an acknowledgment of existing challenges and a commitment to eliminating barriers to housing supply, striving to deliver a higher number of homes for Western Australian families.

*Cook Labor Government. "New unit established to drive housing supply in Western Australia," WA State Government Media Statements, <https://www.wa.gov.au/government/media-statements/Cook-Labor-Government/New-unit-established-to-drive-housing-supply-in-Western-Australia-20231017>.

**Cook Labor Government. "Major planning reforms to accelerate housing delivery," WA State Government Media Statements, <https://www.wa.gov.au/government/media-statements/Cook-Labor-Government/Major-planning-reforms-to-accelerate-housing-delivery-20231018>.

8.2.3 METRONET Precincts

The state government has identified and made a commitment to supply housing near transport hubs, this is identified through the delivery of METRONET precincts. The investment in this network of transport infrastructure alone is "...set to create a framework for sustainable growth of the city over the next 50-100 years."

The initiatives surrounding METRONET support the development of medium to higher intensity urban development over time, around new and existing railway stations across Perth. As the subject site is in close proximity to Oats Street Station, the State Government aims to support provision of housing around station precincts and will support the targets set out in Perth and Peel @ 3.5 Million by "increasing the number of homes in close proximity to a public transport node by 45% by 2031."

METRONET station precincts are identified as some of the most important locations for future development of housing, jobs, and community services. The future of these areas with high density housing is likely; for example, the Bayswater East Structure Plan applies the density coding of R-AC0 within the Core Precinct, and allows for the possibility of 15 storey high development surrounding the station area.

8.3 Timely Delivery of Increased Housing Supply

8.3.1 Project Delivery Timeline

We confirm the project is 'shovel-ready', with substantial commencement estimated to occur in Q2 of 2025 (provided Development Approval is granted by Q3 of 2024).

Refer **Figure 15 – Development via Significant Development Pathway Indicative Timeline**

The site is owned and occupied by our Client, and there are no leases or other encumbrances on the Certificate of Title which would impede or delay development.

8.3.2 Progress of Updated Planning Framework

As outlined previously, the proposed development seeks approval for an 'X' use under LPS 1 (being Multiple Dwelling), and variations to the plot ratio and setback provisions of LPS 1. Typically, in order to enable the proposed development at this time a request to amend LPS 1 would be submitted to the Town. However, we understand the Town would not support an amendment to re-zone the site prior to gazettal of its new LPS 2.

In February 2021, the Town advised that gazettal was likely to occur no earlier than February 2023. Subsequently, advertising of draft LPS 2 occurred in May through August 2023, and it has not been gazetted at time of writing in December 2023. Realistically, gazettal of the new Scheme is unlikely to occur until at least late 2024.

If the Town were able to consider an amendment to LPS 1 prior to gazettal of its new Scheme, the requirement for a rezoning of the site would still significantly extend development timeframes. Furthermore, gazettal of LPS 2 is not expected to enable residential development at the site or the broader light-industrial area to the south, nor higher density development on the surrounding residential land. This increase in development potential is expected to follow detailed precinct planning of the locality and a subsequent scheme amendment(s).

Precinct planning of the Oats Street Neighbourhood has commenced, with an initial round of consultation having been undertaken in November 2023. The Town's website indicates that this project is expected to take approximately 2 – 3 years to deliver, i.e. until late 2025 or 2026. Gazettal of the subsequent scheme amendments is therefore unlikely to occur until at least late 2026 or beyond.

This timeline would result in significant delays to the delivery of the proposal and through it, a much needed boost to housing supply and diversity within the Town.

Refer **Figure 16 – Development Following Updated Planning Framework Indicative Timeline.**

8.3.3 Progress of METRONET Oats Street Station Upgrade

The Victoria Park-Canning Level Crossing Removal Project includes the removal of rail crossing and the construction of elevated train stations including the new Oats Street Station, to be located directly opposite the site. Works on the project are scheduled to coincide with the shutdown of the Armadale-Thornlie train line from Armadale to Victoria Park, which commenced on 20 November 2023 is currently scheduled to conclude in mid-2025.

Development approval for the Carlisle and Oats Street Stations, surrounding infrastructure public realm was granted by the WAPC in February 2023. It represents the second and final development application relating to the project within the Town. Section 5.22 of the development application report, relating to the 'Project Delivery/Shutdown', states that the *"project is to be constructed predominantly during the 18-month shut down period"* and further notes that *"the shutdown will effectively create a 'greenfield' site which will allow for a more efficient construction of the elevated rail, which delivers the project in a shorter timeframe and provides a safer environment for construction workers."*

It is therefore assumed that the elevated Oats Street Station will be operational by approximately July 2025.

Refer **Figure 17 – Victoria Park-Canning Level Crossing Removal Project Indicative Timeline**

Delays to the redevelopment of the precinct as outlined in section 8.3.2 above may set the surrounding locality years behind the updated Oats Street Station, failing to achieve a critical mass to support the new station and representing a missed opportunity to capitalise on the benefits the station will bring to the local community, as well as failing to deliver a boost to housing supply in a timely manner.

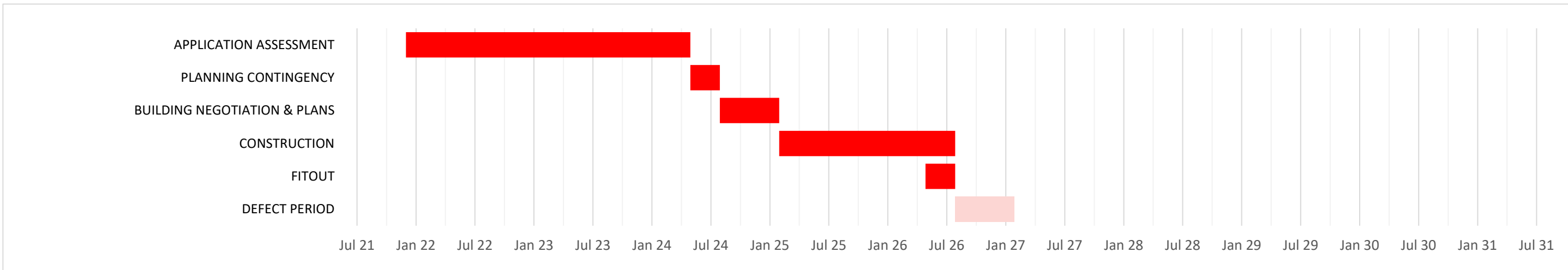


Figure 15. Significant Development Pathway Indicative Timeline

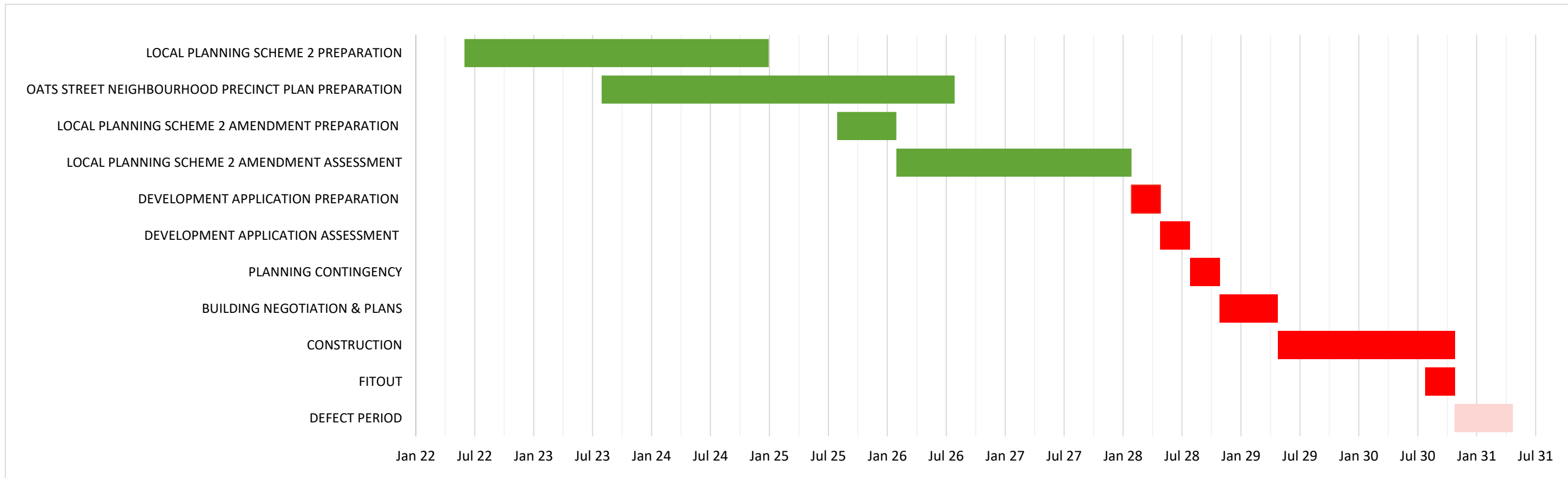


Figure 16. Development Following Updated Planning Framework Indicative Timeline

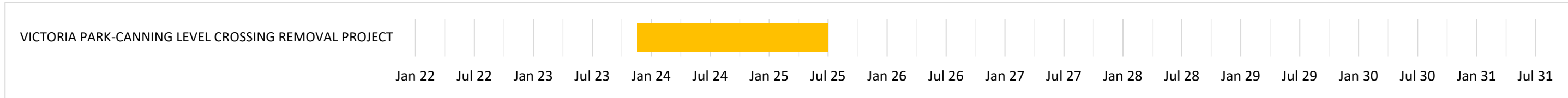


Figure 17. Victoria Park-Canning Level Crossing Removal Project Timeline

9. Technical Considerations

9.1 Economic Benefit

The proposed development will deliver a significant, ongoing benefit to the local and wider WA economy through the following means:

- \$29.5 million in development costs for all components;
- Total value added to the WA economy over the construction phase at \$34 million;
- Total value added to the WA economy per annum attributable to operations on-site at \$0.5 million;
- 90 full-time equivalent ('FTE') construction jobs supported (directly and indirectly);
- 5 ongoing jobs supported per annum (directly and indirectly);
- Housing for approximately 136 new residents in the community.

In addition to the specific benefits outlined above, the proposal will also deliver broader community benefits, including:

- Supporting existing retailers by bringing additional residents to the locality and activating the area;
- Providing more diverse employment opportunities for local residents;
- Providing additional housing diversity to East Victoria Park; and
- Attracting further investment to the locality.

Urbis has prepared an Economic Benefit Study to quantify the economic and employment benefits delivered by the development.

Refer **Attachment 6 – Economic Benefit Analysis**.

9.2 Transport Impact

A Transport Impact Assessment ('TIA') has been prepared by Donald Veal Consultants ('DVC') in support of the proposed development.

As the development is anticipated to generate less than 100 vehicle trips in the peak hour, a Transport Impact Statement ('TIS') is required to accompany this Application rather than the more detailed TIA, in accordance with the WAPC *Transport Impact Assessment Guidelines* ('TIA Guidelines').

Whilst not required by the TIA Guidelines, a TIA has been prepared to ensure all relevant transport considerations are duly considered, particularly given the significance of the development and the planned METRONET upgrades in close proximity to the site.

The TIA concludes that DVC supports the development proposal with regard to its transport and road safety impacts, and provides a summary of the findings within Attachment 7.

Refer **Attachment 7 – Transport Impact Assessment**.

9.3 Waste Management

A Waste Management Plan ('WMP') has been prepared by Stantec, consistent with the requirements of the Town, WA Local Government Association ('WALGA') *Multi Dwelling Waste Management Plan Guidelines*, and *WALGA Commercial and Industrial Waste Management Plan Guidelines*.

In accordance with the requirements of the Town and outlined in the above WALGA guidelines, the development proposes the following waste management initiatives:

Residential Material:

- ▲ 10 general waste bins, four (4) co-mingled recycling bins, and seven (7) Food Organics, Garden Organics ('FOGO') bins provided in the residential bin enclosure;
- ▲ All residential bins 240L in volume, and collected twice weekly;
- ▲ A separate room within the residential bin enclosure for the FOGO bins, to prevent contamination; and

Commercial Material:

- ▲ Six 6 general waste bins, two (2) co-mingled recycling bins, and three (3) FOGO bins provided in the commercial bin enclosure;
- ▲ All commercial bins 240L in volume, with the waste bins and the FOGO bins collected three times per week and recycling bins collected twice weekly; and
- ▲ A separate room within the enclosure for the FOGO bins, to prevent contamination.

Weekly waste estimates are based on the waste and recycling generation rates provided by the Town of Victoria Park and in the WALGA's Multi Dwelling Waste Management Plan Guidelines and WALGA's Guidelines for commercial and industrial waste.

It is envisaged that the development will utilise the waste collection services provided by the Town for the collection of all bins. However, in the event that the Town is unable to service this development, a private waste contractor will be appointed.

Refer **Attachment 8 – Waste Management Plan**.

9.4 Sustainable Design Initiatives

A Sustainability Design Report ('SD Report') has been prepared by CADDs Group, which identifies the sustainability incorporated into the design and how it meets sustainable objectives and targets for the site in alignment with State Planning Policy 7.0 – Design of the Built Environment, specifically Principle 5: Sustainability. The report articulates the sustainability principles and commitments for the project site.

The report analyses the proposed development in relation to the following key areas;

- Energy reduction;
- Building fabric;
- Energy efficiency;
- Health and wellbeing;
- Lighting comfort;
- Carbon emissions;
- Energy use;

- Water efficiency;
- Movement and place;
- Land use and ecology;
- Waste efficiency; and
- Exposure to toxins.

Sustainability commitments within the document will ensure targets are exceeded with respect to clean air, light quality, exposure to toxins, reduced upfront carbon emissions, reduced water and energy usage, water sensitive urban design and enhanced biodiversity.

The modelling demonstrated ability to achieve minimum of 6.5 and an average of 7.5 Star NatHERS Rating.

Refer **Attachment 9 – Sustainable Design Strategy**.

9.5 Acoustic Assessment

The site is located in proximity to the Perth to Armadale Passenger Line and is therefore within the 'trigger distance' of State Planning Policy 5.4 Road and Rail Noise ('SPP 5.4').

An Acoustic Assessment has been prepared by Herring Storer Acoustics ('HSA') which confirms compliance with SPP 5.4 subject to the following requirements being met:

- ▲ External walls are constructed of either masonry or tilt-up concrete panel;
- ▲ Glazing upgrades are provided in accordance with the quiet house design measures outlined at Appendix B of the HSA Report; and
- ▲ A notification is placed on the Certificate of Title in relation to proximity to transport noise.

Refer **Attachment 10 – Acoustic Assessment**.

10. Conclusion

The Application seeks approval from the WAPC for a for a 16-storey (plus three (3) basement levels) mixed use 'significant development' at Lot 2 (No. 167) and Lot 3 (No. 169) Bank Street, East Victoria Park, under section 274 of the *Planning and Development Act 2005*.

The proposed development comprises 85 multiple dwellings, one (1) commercial tenancy, and associated amenities and car parking. The proposal will deliver a high-quality, transit-oriented development in close proximity to the upgraded METRONET Oats Street Station and Public Transport hub.

The accommodation of approximately 136 new residents will assist in achieving the critical mass needed to support the new Oats Street Station Precinct, whilst the proposed retail / food and beverage tenancies and activation of the streetscape will help to foster a vibrant local community surrounding the Precinct.

The proposal is consistent with the considerations at section 275(6) of the Act for the following reasons:

- ▲ The proposal is consistent with the 'Urban' Zone under the Metropolitan Region Scheme, and the purpose and intent of the Town of Victoria Park Local Planning Scheme;
- ▲ The proposed height, plot ratio and setbacks of the development are consistent with the desired future character and amenity of the surrounding area, and will provide a catalyst for further redevelopment to realise the vision for the locality;
- ▲ The proposed development will have no adverse impact on the amenity of the surrounding residential and light-industrial development within the locality;
- ▲ The proposal is consistent with the principles of orderly and proper planning when having regard to the impact on the amenity of the surrounding development, the emerging planning framework of the locality, and its desired future built form and amenity.
- ▲ The proposal will facilitate development in response to the economic effects of the COVID-19 Pandemic, specifically resulting in the creation of approximately 90 full-time equivalent jobs during the construction phase and 5 ongoing jobs per annum, and adding a total value of \$34 million during the construction phase and \$0.5 million per annum to the WA economy;
- ▲ The proposed development is consistent with the provisions of State Planning Policy 4.2 Activity Centres for Perth and the Peel, and will assist in delivering the planned District Activity Centre surrounding Oats Street Train Station it identifies;
- ▲ The proposed development meets the requirements of State Planning Policy 5.4 Road and Rail Noise, as confirmed by the Acoustic Assessment prepared by Herring Storer Acoustics;
- ▲ The design of the proposal incorporates the ten (10) principles of State Planning Policy 7.0 Design of the Built Environment and is consistent with Element Objectives outlined in State Planning Policy 7.3, with regard to the desired future urban form of the locality.

We contend the proposed development is a clear candidate for the WAPC to exercise its discretionary power to vary the existing planning framework and approve this Application for Development Approval.

On the basis of the above and attached, we respectfully request the WAPC grant Development Approval for this Application.



ATTACHMENT 1

CERTIFICATES OF TITLE



ATTACHMENT 2

ARCHITECTURAL PLANS



ATTACHMENT 3

LANDSCAPE CONCEPT



ATTACHMENT 4

RESIDENTIAL DESIGN CODES ASSESSMENT



ATTACHMENT 5

ECONOMIC BENEFIT ANALYSIS



ATTACHMENT 6

TRANSPORT IMPACT ASSESSMENT



ATTACHMENT 7

WASTE MANAGEMENT PLAN



ATTACHMENT 8

SUSTAINABLE DESIGN STRATEGY



ATTACHMENT 9

ACOUSTIC ASSESSMENT