

TOWN OF  
VICTORIA PARK



# OATS STREET PRECINCT PREFERRED GROWTH SCENARIO

Prepared for

**Town of Victoria Park**

23 April 2024

#### URBIS STAFF RESPONSIBLE FOR THIS REPORT:

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**Director:** Megan Gammon  
**Associate Director:** Kate Bainbridge  
**Project Team:** Lara Vartoukian, Robert Walker  
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#### TOWN OF VICTORIA PARK STAFF RESPONSIBLE FOR THIS REPORT:

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**Place Leader (Strategic Planning):** **Tracy McQue / Jack Hobbs**

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01

**INTRODUCTION**

# The Project

The Oats Street Precinct is located across East Victoria Park and Carlisle, approximately 8km from Perth Central Train Station, and centred around the Munde (Oats Street) Train Station which includes a bus interchange **and parkride**.

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

The Oats Street Station Precinct has been identified in State and Local Government planning frameworks as having the potential for higher density development and transition away from industrial uses. As such, the Town is working with consultants and the community to prepare a Precinct Structure Plan to guide changes to the planning framework and program upgrades to streets and infrastructure to facilitate and encourage redevelopment and improve amenity.

The key stages of the project are:

- Stage 1 – Background and Context Analysis (completed)
- Stage 2 – Scenario Development and Preferred Scenario (current stage)
- Stage 3 – Drafting Precinct Structure Plan (including Streetscape Improvement Concepts) and Scheme Amendment
- Stage 4 – Advertising Draft Plan and Scheme Amendment
- Stage 5 – Finalise Precinct Structure Plan and Scheme Amendment

The purpose of this report is to share the findings of Stage 1 (Context Analysis) and Stage 2 (Scenario Development) to recommend a Preferred Scenario that will form the basis of Stage 3 (Drafting Precinct Structure Plan).



# Initial Community, Business & Stakeholder Engagement

Engagement with stakeholders was conducted as part of Stage 1 Background and Context Analysis. An initial Context Survey of residents, business and broader community (August 2023) found:

- Most attractive aspects of the Precinct that should be maintained and enhanced in a precinct plan:
  - access to public transport options and accessibility these provided to the wider region.
  - existing business activity.
  - open space and tree canopy.
  - local facilities.
- Least attractive aspects of the Precinct / areas for improvement / future aspirations:
  - safety and security relating to crime, anti-social behaviour and lighting.
  - improve the poor amenity of streets.
  - improvements to very poor walking and cycle environment.
  - opportunities for mixed use redevelopment, transform the industrial area, more and higher density residential development, more retail and general commercial activity.

- more activation and life outside business hours.
- traffic and parking.
- lack of facilities and activities.

Several engagement sessions were held with younger people which found:

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

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

- Dislikes – vehicle and parking congestion, land use that results in too many vehicles parked on roads, poor amenity of streets / not cleaned, old buildings needing replacement, revamp of whole area.

- Aspirations / opportunities – more and higher density housing near station, more mixed use development near station and transition of industrial to mixed use, more retail, more life during and outside work hours, improvements to amenity and activity from better recreation spaces, improving quality of buildings, communal places that generate people activity, greenery.
- Barriers to development – financial and strata ownership.

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

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

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

- Traffic calming to support pedestrian connections.

Other key stakeholder engagement included meetings with the stakeholders below:

- TAFE:
  - At capacity (300–250 students) and no plans for growth or campus expansion.
  - Need priority pedestrian crossings to campus and traffic management along Bank St.
  - Lack of open space on-site, so welcome METRONET open space development and opportunities for student recreation.
  - Concerns with campus safety and car theft.
- Aqualife:
  - 2,500 members and 400,000 visits per year.
  - Need safe pedestrian access to the facility, including new access from Withnell St, and organised and safe school/kids drop off points.
  - Concerns with safety around site and car park, always high demand for parking.
  - No secure parking for bikes, e-scooters or prams.
- Underutilised spaces but acknowledge addressing through future master planning process for the site.
- Western Power:
  - Long term plan to redevelop the existing sub-station site for power transformer, no space available for other uses.
  - No immediate plans to remaining underground other overhead power lines.
- Water Corporation:
  - Drainage sumps at capacity, but opportunities for development of open space around sumps, and potential for minor funding available.
- Department of Communities
  - No immediate plans to redevelop any properties located in the precinct, but always interested in reviewing zoning to higher density particularly around train stations.

# Background & Context Analysis Findings

Informed by the precinct planning elements within State Planning Policy 7.2 Precinct Design, stakeholder engagement and place analysis, the below summary of key findings of Stage 1 Background and Context Analysis were used to inform the development of the two alternative scenarios.



- The Precinct is generally characterised by a low-rise built form, consisting of older residential and industrial style developments.
- The built form quality for the residential areas is of a medium-good to quality, whilst there are a number of poor-quality developments within the industrial area approaching end of asset life.
- There is an opportunity to landbank parts of the existing industrial area for longer-term redevelopment.



- Gaps in open space provision in parts of Carlisle will be addressed through the new METRONET linear open space, increased access to Aqualife open space when rail lifted, and future open space development around Water Corporation drainage basins.
- There is a need make streetscapes much more attractive and comfortable to provide for existing and future residents, attract redevelopment and encourage and provide for high quality walking and cycling around the area, to /from the station and to/from St James Town Centre amenities and shops.
- Overhead power exists along Bank and other streets.



- The Precinct is characterised by a variety of different functional areas and lends itself to development of sub-precincts to create place-specific planning controls.
- There is an opportunity to retain the emerging small business diversity in the light industrial/service commercial area.
- Land use planning for the precinct needs to support surrounding Activity Centre functionality.
- Transition away from industrial/car-based related activities should be appropriately managed given State and Local strategic planning directions for redevelopment of a higher density, transit orientated station precinct.
- The Water Corporation site corner Beatty/Somerset may be surplus to requirements but would require the WC to carry out a district drainage review to confirm and this is not presently a priority.

## Urban Ecology



- The Precinct has a relatively high water table making basement development expensive.
- All drainage basins are owned by the Water Corporation who have agreed in-principle to development of open space around the basin where possible.
- There is a high likelihood of soil contamination given past industrial land uses that need to be addressed through redevelopment.
- There is little to no canopy over light industry area and redevelopment provides opportunity to increase canopy and introduce water sensitive urban design that will improve water table contamination.
- Most streets incorporate street trees, although most are exotic species.
- Opportunity exists to provide further street trees and greening of private land through redevelopment to work towards the City's 20% tree canopy target or higher given the opportunities.

## Movement



- The METRONET project will increase east-west connectivity through the precinct for pedestrians, cyclists and also vehicles.
- Movement throughout the Precinct is largely dominated by private vehicles, and traffic will increase on Oats Street.
- Opportunity to increase focus on sustainable modes of transportation conducive to a station precinct, and design of streets to support walking and cycling to/from key destinations, and access to the wider sub-region through train, bus and regional bike path.
- Multiple strong cycling-walking links should be created to reduce over-reliance on an increasingly busy Oats Street.
- Highly unlikely the subdivision of rear laneways across multiple properties (larger industrial lots) is feasible as not all properties will redevelopment at the same time and there will be ad hoc and limited redevelopment over the next 20+ years.
- Existing parking overflow issues need to be managed through streetscape improvements and on-street parking management.
- Proximity of station provides opportunity to rationalise extent of private parking and increase end-trip facilities and bike/e-rideable parking and promote car share schemes.

## Urban Structure



- There is uncertainty around the designation of the precinct as District (Activity Centre) under State Planning Policy 4.2 as there is no identifiable existing centre. Given the proximity of the Albany Highway Secondary (Activity) Centre, Oats Street is best classified as a station precinct (as per SPP 7.2 Precinct Design Guidelines) so that the extent and size of future commercial floorspace through redevelopment does not undermine the viability of the Albany Highway Secondary (activity) centre, in particular the growth of the St James Town Centre.
- Key attractors to the Precinct include the TAFE, Aqualife, child-care, Swansea Street markets and train station.
- The Precinct is characterised by:
  - small residential lots (with many strata) resulting from extensive residential infill to-date.
  - a mix of large industrial lots in single ownership suitable for redevelopment and,
  - large industrial strata lots (factory / warehouse units) constrained by multiple ownership which are unlikely to attract redevelopment in the short or medium term.
- The Precinct is characterised by a variety of different functional areas and lends itself to development of sub-precincts to address more fine-grained planning framework and place outcomes.

02

**SCENARIO  
DEVELOPMENT**

## Methodology

Two alternative redevelopment scenarios were developed based on:

- The analysis of local opportunities, constraints and aspirations from the context and place analysis and stakeholder engagement.
- Architectural testing of alternative densities and built form outcomes on a range of different lot sizes available for redevelopment across the precinct.
- Technical scenario workshop comprising town staff, consultants and department for planning, lands and heritage precinct planners.

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



# Scenario One: Consolidated Core

This scenario assumed greater density closer to the train station, retains existing residential areas and majority of the industrial area. This means that there are fewer properties with zoning changes and a concentration of activity around the station and Milford Street.

Existing open spaces and drainage will be improved to assist with water capture and fewer streets will require major upgrades/improvements.

## Station Core Precinct

The core sub-precinct is the focus area for development intensity which takes advantage of proximity to the station, large lots adjacent to existing residential areas, and key east-west links between Albany Highway secondary centre and the station.

- A mixed use area to encourage the redevelopment of larger properties up to 10 storeys apartments with the potential for small ground floor retail/commercial to enhance street vibrant activity.
- Development at the rear and side of mixed use properties may have lower heights for an appropriate building height transition to surrounding lower height residential areas.
- Redevelopment along the north side of Milford St between Bank St and Swansea St East will assist with transforming Milford St into a key pedestrian and cycle link between the Station/ Bus Interchange and the St James Town Centre on Albany Highway.

## Commercial / Industrial Frame Precinct

The southern sub-precinct is retained as existing with no change in the short to medium term, but with the intention to review zoning and land use in the longer term (ie. 10 years or more).

- Retains the existing diversity of small business activity along the south side of Milford St to co-activate the street and complement new mixed use redevelopment on the north side of the street.

## Residential Frame Precinct

The primary residential areas already have significant fragmentation and therefore redevelopment is unlikely in the next 10 years. Within this scenario, intervention within these areas is minor, allowing for some sites with additional upscaling and public realm improvements.

- 2-3 Storey redevelopment most lots (select sites up to 6 storeys)
- Safe pedestrian friendly and green streets





## Scenario Two: Distributed Density

This scenario assumed more properties are re-zoned and the industrial area is included for redevelopment opportunities.

Slight increases in zoning within existing residential areas also means that density within the core area will not need to be as intense to achieve the infill targets, but more area will be changed.

Mixed use in the Station Core could focus on apartments with small-scale ground floor retail / commercial to activate the street, whereas mixed use areas within the frame could provide a more eclectic mix of commercial developments and apartments given likely longer redevelopment timeframes.

### Station Core Precinct

The core precinct and focus area for development intensity which takes advantage of proximity to the station, key east-west links, and high quality public realm within a small area.

- Development of up to 6 storeys is envisaged for this area with some active ground floor uses and residential above.
- Focused on Bank Street and greater portion of the properties directly east of train station.
- Key links will be upgraded to improve pedestrian and cycling amenity.

### Medium Density Residential Frame Precinct

This precinct introduces a new development intensity area anchored along Swansea Street.

- Anchored by Swansea market at the northern end and Swansea Street Reserve at the southern end.
- Overarching residential focus with potential to have communal areas and semi-residential frontages.
- Building heights of up to 6 storeys likely appropriate in this area – lower in side streets and southern portion.

### Mixed Use Frame Precinct

This area will also include the existing industrial area in the south of Milford Street. However this portion of the precinct is anticipated to have slower transition due to the existing industrial nature of the area.

- It is anticipated that this area will have new development of 4–6 storeys but will have less residential focus compared to the other mixed use areas as new development will need to consider existing industrial land uses.
- The streetscapes will need to have improvements over time to provide more welcoming space for people in the streets.

### Residential Frame Precinct

Noting that land economics may change and there are some redevelopment sites, some existing residential areas are proposed to be up-coded slightly. Within this scenario, intervention is considered, allowing for upscaling particularly where larger parcels are available or can be amalgamated.

- 3–4 storey redevelopment
- Safe pedestrian friendly and green streets upgraded to enable higher densities





# Scenario Engagement & Testing

The desirability of each scenario was tested through community and stakeholder engagement, Council engagement and technical review by the Town's Design Review Panel and project consultants.

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

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

The feedback received has been used to develop a Preferred Scenario for Council's consideration. The Preferred Scenario will form the basis of the draft Precinct Structure Plan and Local Planning Scheme Amendment to be prepared in Stage 3 of the project. These draft documents will then go through a process of seeking approval for advertising and public advertising before finalisation.

The following provides a summary of the engagement and feedback received during Stage 2 Scenario Development.

Detailed engagement outcomes are contained in the report "Oats Street Precinct Stage 1 and 2 Engaging Findings".

## Community

### Results of the Community Drop-In Session, Carlisle TAFE 16 November 2023

- Overwhelming support for redevelopment around the train station.
- Good support for development of some heights, including 2 landowners (Bank Street) who would like to maximise height.
- Considerable concern re the impact on adjoining residential zone west of railway from a rear neighbour, so consider height / setbacks / landscaping-tree buffer to existing residential.
- Considerable concern about the poor amenity of streetscapes.
- Concerns about unsafe cycling environment.

## Results of community submissions received during public advertising 9 to 30 November 2023

A total of 23 submissions were received (17 surveys and 5 emails/letters).

### Q- Have we planned for enough residential growth?

Yes – 48%

No – 17%

Didn't answer question – 22%

Oppose more dwellings – 13%

### Q- What do you think about the proposed building heights? Are they about right? Too high or too low? Are they in the right locations?

74% – too high or preferred Scenario 2 (Distributed) lower heights

17% – go higher

8% – unsure or heights as guide only

### Q- What do you think about the balance of land for residential vs business?

52% thought the balance was ok

43% were neutral or did not answer

4% thought too much residential

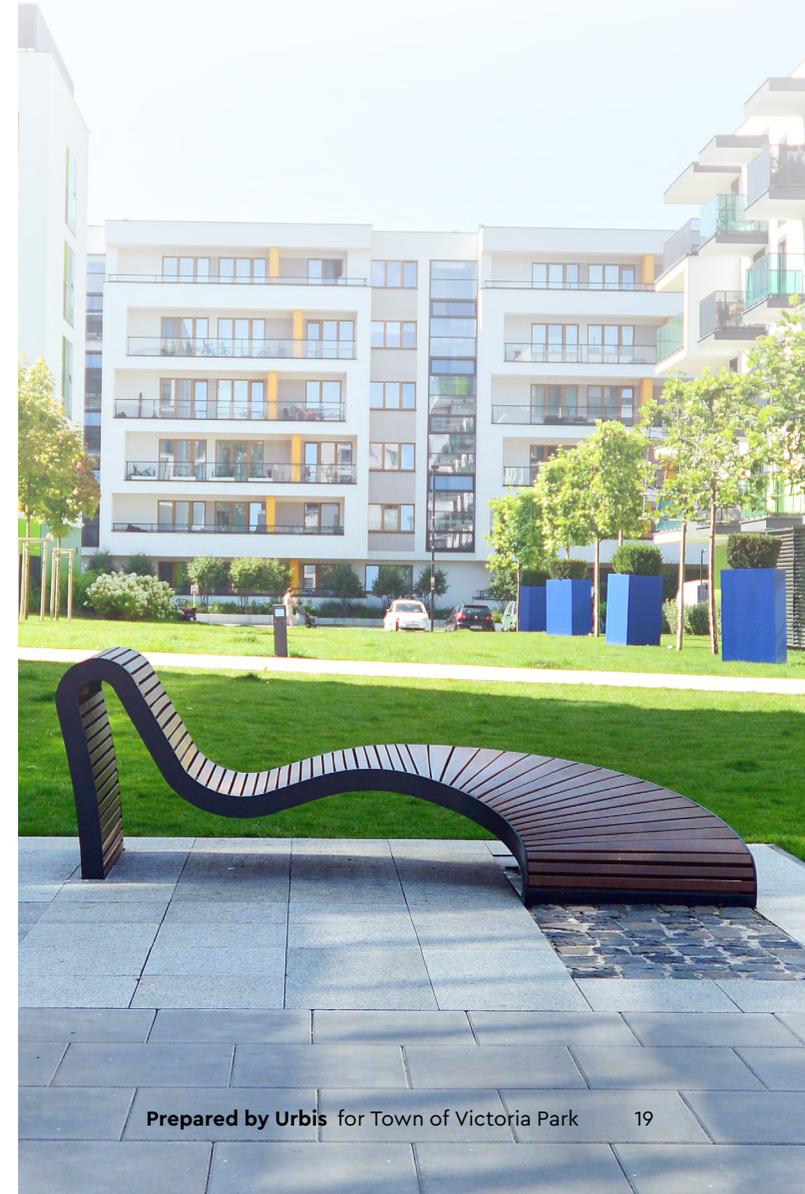
### Q -Have we planned for enough residential growth?

- Housing demand, place attractiveness and benefit of station and regional bike path will drive demand for density and reduce need for cars and parking. Higher density areas should have mixed use outcomes, lower density just residential.
- Planning changes/density need to be sufficient to encourage change, otherwise risk of patchy low-quality development.
- Higher density for amalgamated lots especially close to station.
- Higher density towards Shepperton Rd
- Prefer to also see smaller dwellings such as townhouses, villas, low rise apartments vs large complexes.
- Carlisle max 2 storeys or 3 if shop on ground.
- Don't support Water Corporation Beatty St lot to R60 too crowded.
- Gradual redevelopment of industrial area.
- Spreading density has a better chance of maintaining organic growth.
- Business around station vs just residential to avoid social issues. Encourage more corner stores, more local shops, food options.
- Improve industrial area, allow some retail, phase in redevelopment given mix of businesses.
- Ensure new developments are beautiful and people will support higher buildings, need to develop character vs soulless.
- Consider the liveability of density.
- Remove the Western Power substation.
- Move or redevelop the TAFE.
- New residential buildings should incorporate roof-top gardens, attractive walls (plants or murals), trade off height for front setback trees.
- More green spaces/microparks, more trees in developments/screening, landscape the drainage basins, green commercial and industrial places.
- Upgrade all infrastructure (roads, parks, amenities) before dwellings are constructed.
- Developers should contribute to cost of infrastructure upgrades (lights, roads, underground power) especially as they benefit from station redevelopment.
- Better and safer bike and walking environment.
- Improve streetscapes.
- Need to address the crime and safety in the area.
- Very concerned about transition to lower residential areas (2 storey) and impact on privacy, noise, visual intrusion/aesthetics. Should transition and set back height change.
- Will noise be a concern in mixed use?
- Do commercial viability testing, consider feasibility of lower density.
- Consider if enough density to sustain local shops.
- Concern population increase in small area will impact on quality of life for all, add to existing traffic and parking issues.
- Concerns about traffic and parking, increasing traffic Oats Street, need to redirect traffic to regional roads, new crossing under elevated rail, manage business parking/ overflow on verges, widen Oats St for dedicated bus-only lane, don't ignore bus to shift trips to sustainable modes.

## Elected Members

The two scenarios were presented Elected Members and following comments made:

- Support for up-coding existing residential area to allow for 3–4 storeys.
- Support for higher density close to station with heights ranging from 6–10 storeys.
- Most support for Scenario 2 (Distributed Density) wider spread of height, leverages Forward Reserve amenity, spread of mixed use and apartments and housing affordability.
- Concerns around amenity of living next to industrial area, need to manage transition change from industry to mixed use and make a desirable place to live through early streetscape/infrastructure upgrades.
- Support showrooms and some offices along Welshpool Road, don't support large offices in the precinct given opportunity to locate in other centres.
- Want to retain and facilitate business diversity, conscious of affordable spaces for business incubation and emerging character of the area from growing diversity of businesses.
- Need for business mix to encourage people activity day and night.
- Questioned precinct centre classification and influence on planning recommendations to guide extent of mixed use, commercial and residential density according to State targets.
- Pedestrian and bike permeability a high priority.
- Aim for higher tree canopy target, desire for more open space.
- Question capacity and need for more community infrastructure, potential for infrastructure contributions fund.
- Consider ways to facilitate orderly staging of development.
- Questioned how community can be more closely engaged in next stage of the project.



## Design Review Panel

- Develop a clear sense of identity and character.
- Consider the business incubation role of the area.
- Consider consolidating redevelopment focus to smaller area closer to station (scenario 1) for more opportunity catalyse redevelopment, and better align / upfront streetscape upgrades.
- Ideal to have both sides of Milford St same zones/density to 'curate' the quality of built form.
- Support residential frame for up-coding.
- Townhouses may be appropriate in some locations.
- Encourage high quality built form.
- Encourage minimum building heights.
- Acknowledge the importance of the TAFE and Aqualife sites as hubs, consider advocacy to State for redevelopment.
- No industry consensus on sustainable building frameworks, consider feasibility and alignment to building scale or linked to bonus density / height.
- Ensure hierarchy of open spaces and develop micro-spaces.

- Aim for higher urban forest canopy coverage, create connected walkable canopy along streets.
- Need for station precincts to have higher level of attention to detail for pedestrian environment.
- Support development of affordable, mid-range housing product, good opportunity for 3 storey walk up apartments, 4-16 storeys harder to achieve.
- Need clear movement hierarchy to prioritise and encourage sustainable transport modes (walking, cycling, micro-mobility) to the station and bus interchange, including quality streets and ped/bike path upgrades.
- Basement parking unlikely to be feasible.

## Town's Urban Planning Team

- Strongly support 'blanket' upcoding of residential frame areas to R60.
- Consider incentives to encourage amalgamating lots.
- Multi-nodal concept (Oats and Swansea St East areas) not particularly strong in either scenario.
- Recommend merging the higher densities shown of scenario 1 and 2 – taking whichever are higher.
- Support mixed use along Somerset St to encourage pedestrian thoroughfare link to Mercury St.
- More supportive of Scenario 1 (Consolidated), achieving heights close to station, except for Carlisle side with lower heights to manage transition to existing lower height residential areas, extend R-Code over TAFE site.

## State Government

### Department for Planning, Lands and Heritage

- Key elements from each scenario would suite good precinct planning outcomes.
- Scenario 1 (Consolidated Core) looks appropriate for a short-medium timeframe and Scenario 2 (Distributed) more suited to a longer timeframe, consider this staging.
- Support for 10 storeys close to station from economic feasibility perspective and maximising the benefit of the public transport infrastructure, public spaces and amenities under the rail.
- Support residential frame for density up to 3 storeys particularly around Oats given accessibility to transit (station, bike path) and 4 storeys on Somerset Street (Water Corporation site if available).
- Support transition of density to areas of lower building height.
- Introducing a minimum building height (or height range) in key locations looks to be a good method of aiming to achieving density appropriate for a station precinct.
- Support for increased intensity down Milford Street. May also be appropriate for up-coding

along Swansea Street East to as secondary node.

- Support light industrial area converting to mixed use longer term but conscious this area serves an important function and creates a vibrant area so loss of such uses should be managed with some commercial uses being encouraged on the ground floor, where appropriate.
- Extent of ground floor commercial floor spaces in mixed use developments should be informed by demand or allow for other activators, allow for flexible/adaptable uses (i.e. co working spaces).
- Identify movement/ street hierarchies to guide active transit (walk, cycle) and set expectations for streetscape quality and built form. Support east-west links in quieter streets through the precinct.

Note there was no feedback on the scenarios received from the Department of Communities, TAFE / Department Training and Workforce Development, Public Transport Authority, Water Corporation, or the METRONET Community Reference Group.



## Technical Consultants

### Transport Planning

- Need to ensure Oats Street cycle link is a protected cycle lane given higher traffic and bus volumes.
- Milford and Somerset Streets also important access to station and so need sufficient safe cycling infrastructure.
- Consider rear laneways to minimise access conflicts between different modes along streets.
- Encourage connections through lots for pedestrians where possible to increase permeability and mitigate conflicts with traffic.
- If southern portion of precinct is to be converted from light industry to Mixed Use, need to make the walk to Oats Street Station more attractive.
- Retain green link to Aqualife from Oats Street.
- Parking across the precinct should be managed given station precinct.

### Civil Engineering

- The alignment with existing cadastral boundaries assists in reusing existing infrastructure – particularly relevant to sewer as it is rear loaded.
- The upgrades of power / water / sewer (where applicable) are normally builder funded and there are mechanisms for Water Corporation and Western Power to fund through headworks and pool/scheme costs.
- Water quality will likely be better with modern stormwater discharge controls – so the more redevelopment area the more improvement.
- Commercial/Industrial areas often have higher default service capacity and larger land tenure – so likely to require fewer infrastructure upgrades south of Milford Street.

### Water Management

- There is limited difference between the two options for water management purposes, mainly associated with demands on the Water Corporation's (WC) water and wastewater systems (larger demands with a larger population). WC will provide more detailed advice in Stage 3 of the project.
- WC support for drainage basin landscaping projects are more likely to be successful if we can show that more water will be held up in the catchment as development occurs. This could be through increased on-lot storage requirements, which are generally more achievable with larger buildings.
- There also may be some water quality benefits associated with redevelopment of industrial land.
- A green link from the Forward St drainage basin to Milford Street should be encouraged.
- Water Sensitive Urban Design elements will be addressed in the next stage of the project through a Local Water Management Strategy, considering infiltration into medians and verge, permeable surfaces, tree wells, waterwise landscaping, deep soil zones, water efficient fixtures etc.



03

**PREFERRED  
SCENARIO**



# Preferred Growth Scenario

Based on results of engagement and technical testing, a new Preferred Scenario is recommended that generally comprises:

- Up-coding of existing residential areas to encourage redevelopment of properties for medium density villas, townhouses and small-scale apartments (to 3–4 storeys).
- Consolidating higher density Mixed Use closer to the station to leverage investment in the new station, allow for sufficient building height on larger lots to encourage redevelopment and achieve a more focussed and staged approach to redevelopment of the precinct:
  - Building heights along Rutland Avenue (Carlisle side) up to 4–6 storeys with transition of heights to manage impact on adjoining lower height residential areas.
  - Building heights along Bank Street 6 storeys with potential up to 10 storeys where suitably located larger lot for transition of heights to manage impact on adjoining lower height residential areas, and contribution to community benefit<sup>1</sup>.
  - Moderate provision of ground floor commercial floorspace (cafes, small shops, small offices/consulting rooms etc.) to service the day-day needs of the local

population and encourage street activity day-night but not compete with Albany Highway Secondary (Activity) Centre.

- Extending Mixed Use down Milford Street (north side and part of the sound side) to create a strong link between the station and St James Town Centre (Albany Highway), building height up to 6 storeys.
- Extending Mixed Use along part of Swansea Street East to Welshpool Road to leverage the amenity from the recently upgraded Forward Reserve.
- Retain a portion of the existing light industrial area for light industry and mixed business/commercial (no residential) to allow for the ongoing diversification of businesses in this area (preferable within existing building stock), and to landbank this area for potential redevelopment in the longer term.
- Retain Aqualife and TAFE as Scheme Reserves, noting opportunities for master planning and future redevelopment through other processes.
- New open space to be created through METRONET, development of space around Water Corporation drainage sumps in Beatty St, Forward St and Jupiter St and landscape improvement to obsolete road reserves

'triangles' along Shepperton Road. Publicly accessible micro-spaces / front courtyards on private land to be encouraged in new developments where practical.

- Retain Bishopsgate-Oats neighbourhood centre as Local Centre zone with RAC-4 density code (Neighbourhood Centre).

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<sup>1</sup> Refer to Next Steps for further investigation of the feasibility of community benefits

# Sub-Precincts

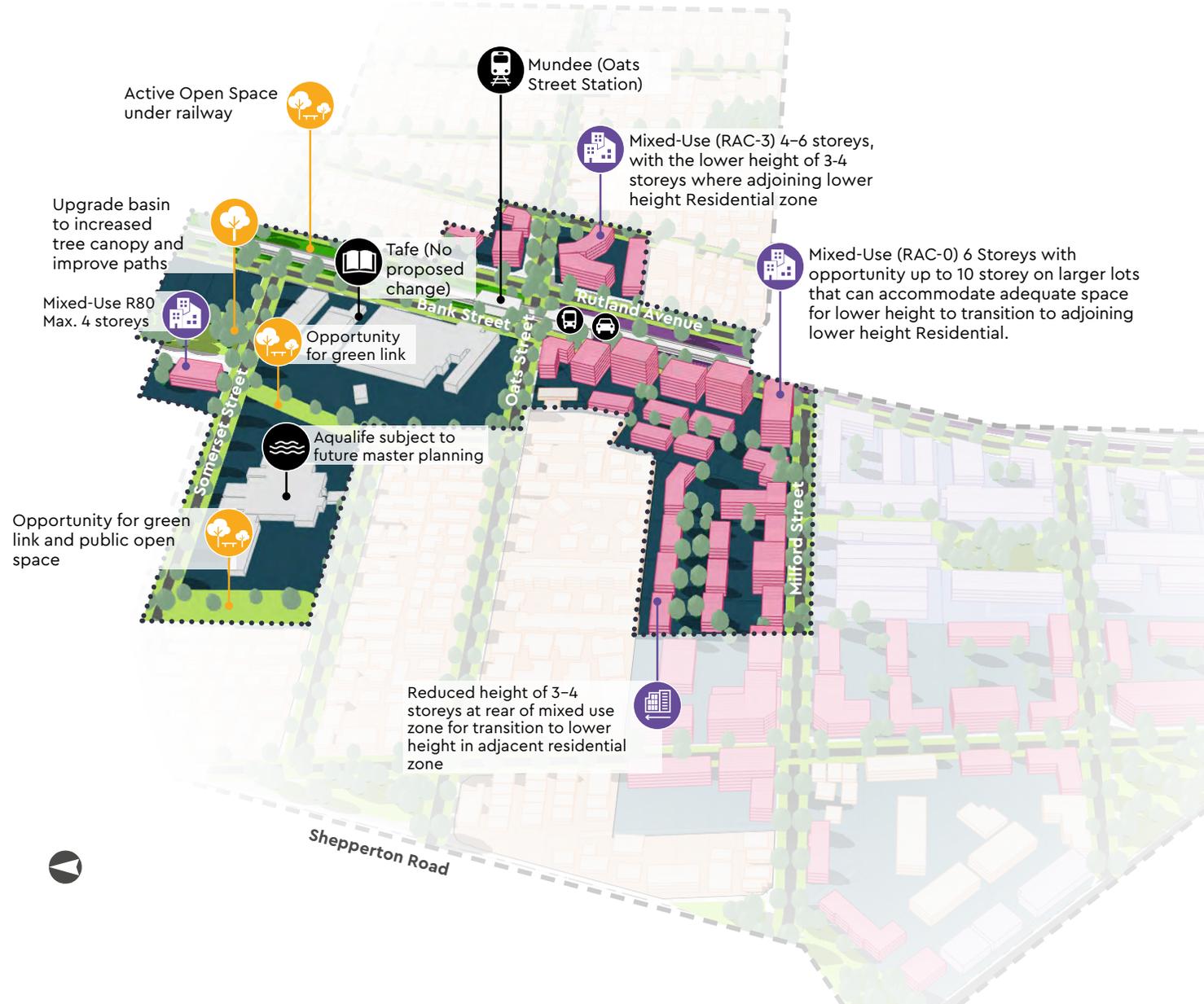
## LEGEND:

-  Precinct Plan Boundary
-  Munde (Oats Street Station)
-  Bus Interchange
-  Park & Ride
-  Railway Reserve
-  Public Open Space, Drainage & Public Access Ways
-  Public Open Space under railway
- Sub-Precincts**
-  Station Core
-  Mixed Use Frame
-  Residential Frame
-  Mixed Business Frame



# Station Core Sub-Precinct

The Station Core is the focus of new transit orientated development at a height and scale which provides maximum opportunity for high density housing adjacent to the Munde (Oats Street) station and to shift trips from vehicles to sustainable modes. The Station Core leverages from the METRONET station redevelopment and public realm improvements including the new linear open space.



## LEGEND:

Sub-Precinct Boundary

### Land Use

- Mixed Use (Residential, Commercial & Retail)
- Existing Large Facilities (Tafe & Aqualife)
- Residential
- Public Open Space, Drainage & Public Access Ways
- Public Open Space under railway

## Land Use & Activity

Proposed zoning – Mixed Use with ground level commercial and residential above (except for TAFE and Aqualife to remain Scheme Reserves)<sup>1</sup>.

Moderate scale commercial such as cafes, small shops, small offices/consulting rooms, bars etc.

<sup>1</sup> Noting that Western Power and Water Corporation infrastructure assets will remain zoned and Scheme Reserve will not be applied to provide maximum flexibility for future use should opportunities arise.



## Built Form

Height up to 6-storeys with potential for up to 10-storeys where suitably located larger lots. Eastern side of railway maximum 6 storeys. Heights to transition down to 3-4 Storeys where adjoining lower height residential areas, to mitigate impact of new development and contribution to community benefit<sup>1</sup>.

R-AC0 density code to enable planning controls to be set out in the Precinct Structure Plan. For taller buildings, upper floors ideally recessed from the street above a pedestrian scale. Buildings towards or along front lot boundary to activate streets and allow space at rear for landscaping / parking areas / rear

<sup>1</sup> Refer to Next Steps for further investigation of the feasibility of community benefits.

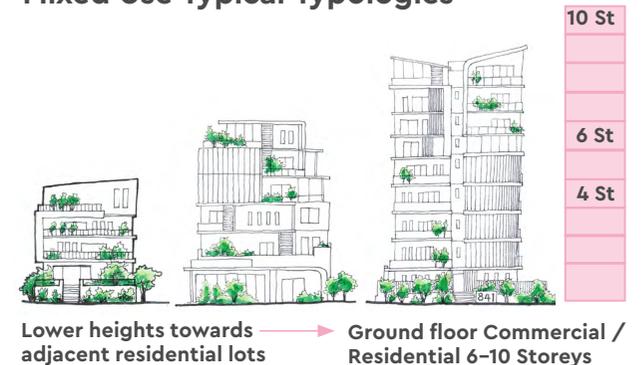
setbacks, but where suitable, allow for publicly accessible micro-spaces / courtyards in front setback.

Vehicle parking at rear or sleeved under buildings with shared driveways to future proof for sharing, minimise crossovers along the street and allow safer pedestrian and cycle on streets (note rear laneways unlikely to be feasible).

### Residential Typical Typologies



### Mixed Use Typical Typologies



# Mixed Use Frame Sub-Precinct

Provision of a secondary redevelopment focus around the intersection of Milford and Swansea Street East that takes advantage of the opportunities afforded by larger sites in single ownership and the higher amenity streetscapes of Milford Street and Swansea Street and upgrade open space at Forward Reserve, and continuing the redevelopment of medium scale apartments occurring in the area (eg. Lime Apartments).

Allows for moderate scale commercial development at ground floor in new developments to activate the street, and retain existing low key commercial and entertainment land uses.

Creates a link between Munde Station and St James town centre.



## Land Use & Activity

Proposed zoning – Mixed Use with ground level commercial and residential above, allowing continuation of existing commercial activities.



## Built Form

Built form up to 6-storeys, with transition to surrounding lower height residential areas where relevant.

R-AC0 density codes to enable planning controls to be set out in the Precinct Structure Plan.

R80 mixed use block between Welshpool Road and Swansea Street East with existing recent developments to allow for additional height 4 storeys.

For taller buildings, upper floors ideally recessed from the street above a pedestrian scale.

Buildings towards or along front lot boundary to activate streets and allow space at rear for landscaping / parking areas / rear setbacks, but where suitable, allow for publicly accessible micro-spaces / courtyards in front setback.

Vehicle parking at rear or sleeved under buildings with shared driveways or future proof for sharing, to minimise crossovers along the street and allow safer pedestrian and cycle on streets (note rear laneways unlikely to be feasible).

### Mixed Use Typical Typologies



# Mixed Business Sub-Precinct

Retaining existing light industry and service commercial land uses that provide valuable services and employment for the wider area.

The intention of this precinct would be to minimise expansion or extension of existing industrial properties and substantial development of new industrial land uses that would conflict with redevelopment of adjoining mixed-use areas and hinder future transition of this area to a more mixed use environment.

Allowing for the increased diversity of small business activity incubating within lower cost tenancies and older building stock, to contribute to the creation of a unique character and commercial land uses that lend themselves to future transition to a more mixed use environment.

Allowing the transition of Welshpool Road to primarily showrooms and moderate scale offices.



**LEGEND:**

-  Sub-Precinct Boundary
- Land Use**
-  Mixed Business (Small-Large format service commercial & Showrooms/Small Offices)
-  Public Open Space, Drainage & Public Access Ways

## Land Use & Activity

Consider Mixed Business type zone – with range of suitable permissible land uses and/or additional uses to meet sub-precinct objectives.



## Built Form

A mix of commercial buildings with showroom and minor office along Welshpool Road.

Height up to 3 storeys and other planning requirements per provisions under draft Local Planning Scheme No.2.

Existing industrial built form can transition in use to lower impact commercial activities while retaining the existing character.

### Mixed Business Typical Typologies



Existing large format buildings



Commercial up to 3 Storeys

# Residential Frame Sub-Precinct

Continuing infill redevelopment of residential properties to allow for medium density villas, townhouses and low height apartments up to 3-4 storeys per R-Code density.

## LEGEND:

 Sub-Precinct Boundary

### LAND USE

 Residential

 Commercial

 Public Open Space, Drainage & Public Access Ways



## Land Use & Activity

Maintain Residential zone with majority at R60 density code and R80 to be applied to key areas close to the station and where there's greatest redevelopment potential.

Residential and small range of permissible commercial land uses per draft Local Planning Scheme No.2 and Planning Regulations.



## Built Form

Single house, villa and townhouse residential development as per R-Codes Vol. 1 for medium density development and R-Codes Volume 2 (Apartments) to address apartment development for R80 sites.

### Residential Typical Typologies



# Preliminary Growth Estimates

There is approx. 750 existing dwellings in the precinct.

Preliminary calculations estimate an ultimate maximum yield of 2,425 dwellings (ie. an additional 1,675 dwellings) should every property with potential for redevelopment take up that opportunity to the maximum density provided<sup>1</sup>.

However, it is highly unlikely the ultimate maximum yield will ever be achieved and 'full build out' of the Preferred Scenario is a long-term proposition beyond the 10 year timeframe of a Precinct Structure Plan.

For this stage of the project, the potential extent of commercial floorspace or change in land use mix has not been calculated.

<sup>1</sup> Assumptions to be refined during Structure Plan phase to inform final dwelling and commercial yield estimates.

## Conservative Growth Rate



**+107 DWELLINGS  
& 225 Residents  
over 10 years<sup>1</sup>**

This growth might look like:

- A small number of redevelopments in the Residential Frame Sub-Precinct, most likely villas or 1-2 small scale apartments.
- 1 or 2 apartment developments in the Station Core and Mixed Use Frame Sub-Precincts

<sup>1</sup> Annual average population growth rate 1.35% over 10 year. Assuming 2.1 people / household

## Optimistic Growth Rate



**+821 DWELLINGS  
& 1,724 Residents  
over 10 years<sup>1</sup>**

This growth might look like:

- A significant number of medium density villas, townhouses and 2-3 storey apartments in the Residential Frame Sub-Precinct
- 8-10 Apartment developments in the Station Core & Mixed Use Frame Sub-Precincts

<sup>1</sup> 49% take up of development (per the medium density scenario from METORNET Gateway Strategy for station precincts). Assuming 2.1 people/ household.



## Next Steps

Following endorsement of a Preferred Scenario, the next phase of the project will focus on drafting the Precinct Structure Plan and Scheme Amendment<sup>1</sup>, including recommendations for streetscape improvement and infrastructure upgrades to achieve the desired public realm to support the Preferred Scenario.

Based on the opportunities, aspirations and feedback received to-date and the Preferred Scenario, the draft Precinct Structure Plan will address (but not limited to):

- Analysis of the impact of likely population growth on social infrastructure and how / where future population needs will be met in accordance with approved Council strategies (Social Infrastructure, Public Open Space, Integrated Transport Strategy etc).
- Identifying potential community benefits<sup>2</sup> and testing their feasibility and suitability against proposed maximum heights bonuses.
- Investigating the feasibility of infrastructure contributions per State Planning Policy 3.6.

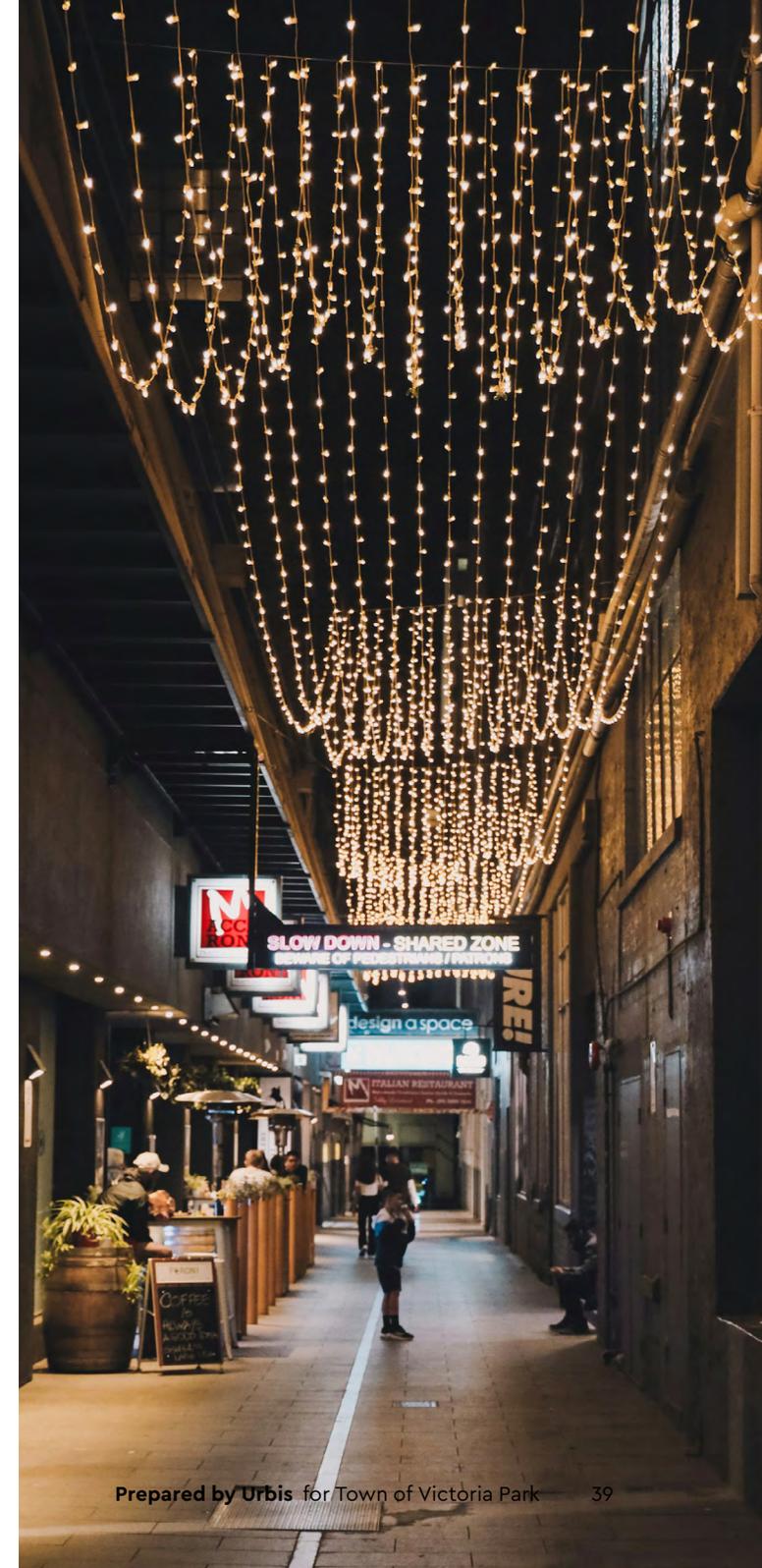
<sup>1</sup> Note that at this stage of the project, concurrent advertising of Precinct Structure Plan and Scheme Amendment is planned (versus advertising Precinct Plan first, then Scheme Amendment).

<sup>2</sup> Community benefit is a mechanism available under the R-Codes Volume 2 (Apartments) where additional development potential or flexibility (such as additional plot ratio and/or building height) is offered in exchange for tangible community benefit, such as public amenities, or affordable and/or accessible housing etc).

- Transport modelling, mode shift targets, transport hierarchy and engagement with Main Roads regarding capacity of regional road network.
- Approach to private parking and consideration of optional minimum car parking, end-of-trip facilities / bike parking and accommodating car-share schemes. Ensure community concern about more traffic and parking issues appropriately considered.
- Assessment of the potential impacts from dewatering to inform built form provisions.
- Further engagement with Water Corporation to identify their longer-term strategy for land on the corner Beatty/Somerset Streets.
- Streetscape and public realm improvements including:
  - Working with Water Corporation to open up the space around drainage basin for plantings and public access.
  - Ensuring canopy targets are achieved through streetscape, open space, and private development.
  - Review of the concepts with Town's Access and Inclusion Advisory Group.
  - Engagement with Western Power to understand suitability for under-ground power and inclusion within their program.
- Implementation of Water Sensitive Urban Design treatments (from Local Water Management Strategy).
- High level costing of proposed upgrades/ activations and funding options including available external grant programs.
- Identifying priority of projects based on immediate to longer term demand and high-level costings.
- Translation of sub-precinct statements into Scheme Zones, development of sub-precinct objectives and planning requirements:
  - Defining zones and zone objectives / sub-precinct objectives which are aligned with draft Local Planning Scheme No.2 as much as possible.
  - Identifying permissible land uses (noting exemptions under Planning Regulations),
  - Determining the appropriate extent of commercial and retail floorspace and any planning requirements to ensure the land use mix achieves the sub-precinct / zone objectives.
  - Confirming process for identifying and managing development on site with contamination and sites impacted by road and rail noise.
  - Preparation of a Local Water Management Plan to provide a whole-of-precinct water

- management system and requirements for private developments.
- Determining built form requirements which may need to deviate from the R-Codes for Mixed Use areas and the built form requirements for the Mixed Business area, including but not limited to:
  - Building setbacks to transition density
  - Building height and plot ratio to address where larger setback has been required and where more height is permitted within the core.
  - Street setbacks noting public realm design and canopy cover targets
  - Tree Canopy and Deep soil area – location and provision
  - Public realm interface
  - Communal open space – publicly accessible private open space provision
  - Vehicle access
  - Car and bicycle parking
  - Managing the impact of noise
  - Mixed use
  - Energy efficiency
  - Water management and conservation
- Consideration of applying minimum lot sizes to avoid inappropriate subdivision of

- larger lots and investigation of incentives for amalgamation of lots in Residential frame.
- Setback requirements for overhead power lines along Bank Street (Western Power engagement).
- Identifying and integrating sustainability built form provisions.
- Identifying any existing draft Local Planning Scheme No.2 provisions that may warrant amendment to achieve the above.
- Determining whether requiring Local Development Plans is warranted to avoid land fragmentation of larger sites and encourage development which considered outcome for entire site.
- Further engagement with DPLH – draft provisions, status of the precinct in accordance with State Planning Policy 4.2 Activity Centre hierarchy.





TOWN OF  
VICTORIA PARK

