

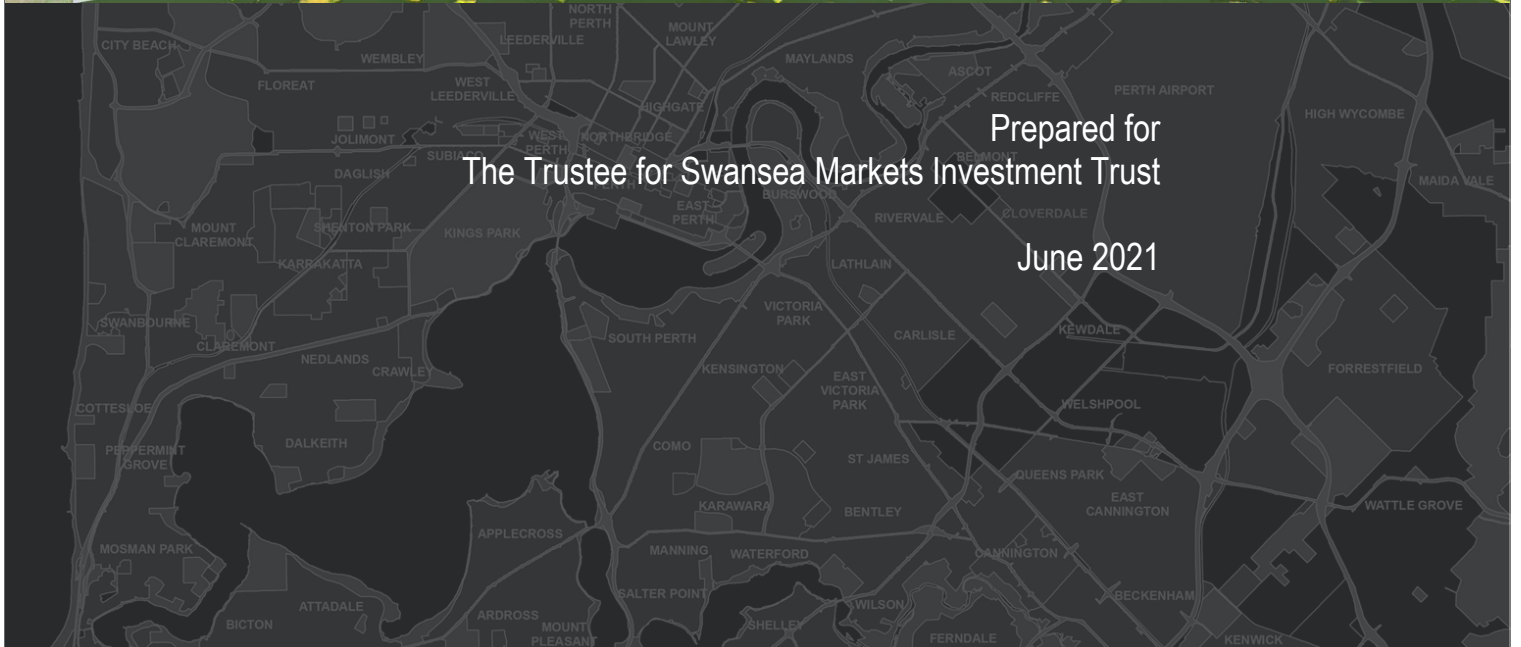
Scheme Amendment Report

Swansea Street Markets Redevelopment

Lots 20 & 21 (176 & 178) Swansea Street East
East Victoria Park

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING

PS



Prepared for
The Trustee for Swansea Markets Investment Trust

June 2021

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1 Preliminary

1.1 Introduction

Planning Solutions acts on behalf of The Trustee for Swansea Markets Investment Trust, the proponents of the redevelopment of Lots 20 & 21 (176 & 178) Swansea Street East, East Victoria Park (**subject site**).

This report has been prepared in support of a request to formally amend the Town of Victoria Park *Local Planning Scheme No. 1*, as it applies to the subject site. It is proposed to rezone the subject site from 'Industrial' to 'Commercial' to facilitate the retention and redevelopment of the Swansea Street Markets on the subject site.

This report will discuss various details pertinent to the proposal, including:

- Site details.
- Explanation of the Scheme Amendment request.
- Justification in support of the Scheme Amendment with consideration given to applicable statutory and strategic planning instruments.

We respectfully seek the support of the Town of Victoria Park (**Town**), Western Australian Planning Commission (**WAPC**) and Minister for Planning for the proposed scheme amendment, having due regard for the provisions of the relevant state and local planning frameworks.

1.2 Design Review

The Town has a policy of requiring some scheme amendments to undergo review by the Town's Design Review Panel (**DRP**). The purpose of the DRP is to provide advice and recommendations that improve the quality of the development and results in excellent design outcomes. Should the Town seek to require the proposed amendment to undergo design review, we request that the scope of any review be appropriately limited. The future redevelopment of the subject site will undergo a detailed design review process.

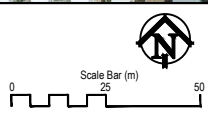




LEGEND
 Subject site

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SCALE 1:2,000 @ A4
 DATE 27 MAY 2021
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AERIAL PHOTOGRAPH
 SWANSEA MARKETS. 176-178 SWANSEA ST. EAST
 EAST VICTORIA PARK, WESTERN AUSTRALIA

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2 Site details

2.1 Land description

Refer to **Table 1** below for the lot details and a description of the subject site.

Table 1: Lot details

Lot	Deposited Plan	Volume	Folio	Area (m ²)
20	30810	1786	380	5,190
21	30810	1300	904	4,284

A review of the Certificates of Title has not identified any limitations, encumbrances or notifications.

Refer **Appendix 1** for a copy of the Certificate of Title.

2.2 Location

2.2.1 Regional context

The subject site is located within the suburb of East Victoria Park approximately 6.5 kms from the Perth CBD, 3.7km from Cannington and within walking distance of the eastern entrance to Albany Highway, which is characterised by main street style development.

The subject site is part of an industrially zoned area of East Victoria Park that is contiguous with the Welshpool Industrial estate—one of the largest industrial areas in the metropolitan area. The Welshpool estate is located to the east of the CBD, and contains strategically important transport, freight and logistics land uses and infrastructure that service the metropolitan area. The East Victoria Park industrial area is separated from rest of the estate by the Armadale Railway line and Welshpool Road and exhibits a somewhat different character. Land uses are dominated by a mix of non-industrial activities characterised by commercial activities (particularly caryards), private recreational uses, retail and wholesalers.

The site is within walking distance of the Oats Street Station (approx 500m) and in close proximity to Shepperton Road, Albany Highway and Welshpool Road. These roads provide key vehicle access routes north, south and east and link the site to other major transport routes across the wider metropolitan region.

Refer **Figure 1** for an aerial image, and **Figure 2** below for a 3D perspective.



Figure 2 – 3D perspective of the subject site looking in a northern direction

2.2.2 Local context, land use and topography

The subject site is located on the western-most edge of the industrial estate. It has street frontage to the south and west, with residential housing to the south, east and north, and commercial land uses to the west and north-west. The surrounding area is characterised by a mixture of residential housing that includes single houses, 2 storey grouped housing and 3 storey apartments with the industrial area characterised by one or two storey commercial buildings of varying age and condition.

The subject site slopes relatively steeply in a north-east to south-west direction and contains two buildings across the two lots. Lot 20 contains a commercial building constructed in the late 1960s. Due to the topography of the site, the building presents as a single storey building to Swansea Street, and a two-storey building to Milford Street. Delivery access is available at the lower levels.

Lot 21 was originally constructed in the early 1960s with a commercial building and an associated storage shed. The commercial building was demolished in 2003 to provide additional parking space, although the shed remains.

Lot 20 contains the Swansea Street Markets—a longstanding and popular destination for residents’ local shopping needs. The markets comprise several individual tenancies that includes a butcher, a continental shop and fruit, vegetables and groceries sections. The Markets are well known for the quality of the produce and for supporting local producers.

Both buildings are reaching the end of their lifespan and require redevelopment.



Photo 1 – View north-east from Swansea Street towards the Swansea Street Markets frontage



Photo 2 – View of entrance to Swansea Street Markets entrance



Photo 3 – View of interior of the Swansea Street Meat Markets



Photo 4 – View north from intersection of Swansea Street and Millford Street towards Swansea Street markets building



Photo 5 – View north-east along Millford Street with the subject site to the east



Photo 6 – View north-west along Swansea Street with subject site to the right



Photo 7 – View west from Swansea Street towards Brightwater Oats Street aged care facility with subject site to the right



Photo 8 – View north from the parking area of the subject site towards the Brightwater Oats Street aged care facility



Photo 9 – View north of north-western corner of the subject site showing difference in ground level between the subject site and Swansea Street East.



Photo 10 – View west from Millford Street across the subject site



Photo 11 – View north-west from Lot 21 towards shed on Lot 20 with Swansea Street Markets building to the left

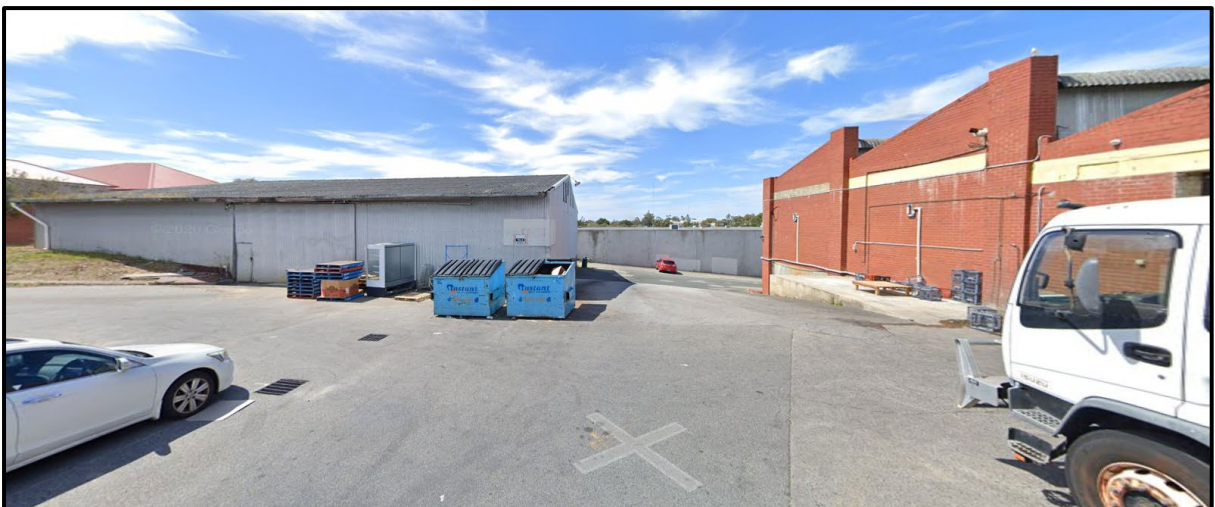


Photo 12 – View north-west towards shed on Lot 20 with Swansea Street Markets in building to the right

3 Amendment Proposal

This application seeks to amend the Zoning Map of LPS1 to rezone the subject site from 'Industrial (1)' to 'Commercial (RAC-3).

3.1 Concept plans

The proposed amendment is intended to facilitate the redevelopment of the Swansea Street Markets site as a mixed-use development that retains the Markets as a ground floor commercial tenancy with 4-5 levels of apartments above.

A concept plan of the redevelopment scheme is included as **Appendix 2** and shown below (refer **Figure 3** and **Figure 4**). As shown on these plans, it is intended that the development will progress in multiple stages with the completed development to include the following:

- Three buildings across the site as follows:
 - A mixed-use building to the south of the site tenancy fronting the corner of Swansea Street and Millford Street containing:
 - A ground floor commercial tenancy with approximately 2,300m² of retail floor space.
 - 4 levels containing 48 multiple dwellings.
 - 1 level of basement parking.
 - A residential building in the centre of the site fronting Swansea Street containing
 - 4 levels with 52 apartments.
 - 2 levels of car parking.
 - A residential building to the north of the site fronting Swansea Street containing
 - 5 levels with 65 apartments.
 - 1 level with basement car parking.

Whilst the plans are conceptual, they illustrate a building that reflects contemporary best practice for mixed use development within activity centres and transport-oriented precincts with multiple tower elements that produce high levels of lighting and reduce overshadowing, ground-floor commercial and predominantly underground car parking.

The proposed design concept would also allow for the retention of all existing street trees and includes the construction of a footpath along the Millford Street to improve the amenity of the streetscape and connect to a future Millford Street train station.

Staged development

The proponents' intent is to allow for the retention and continued trading of the Swansea Street Markets throughout the redevelopment of the subject site.

An outline of the existing building is shown on the concept plans below to demonstrate that the staging allows the new commercial tenancy to be constructed closer to the corner of Swansea Street East and Millford Road before the demolition of the older building occurs.

A staged redevelopment represents the best possible outcome for both the landowners, the existing tenant and the residents of Victoria Park and surrounding suburbs.

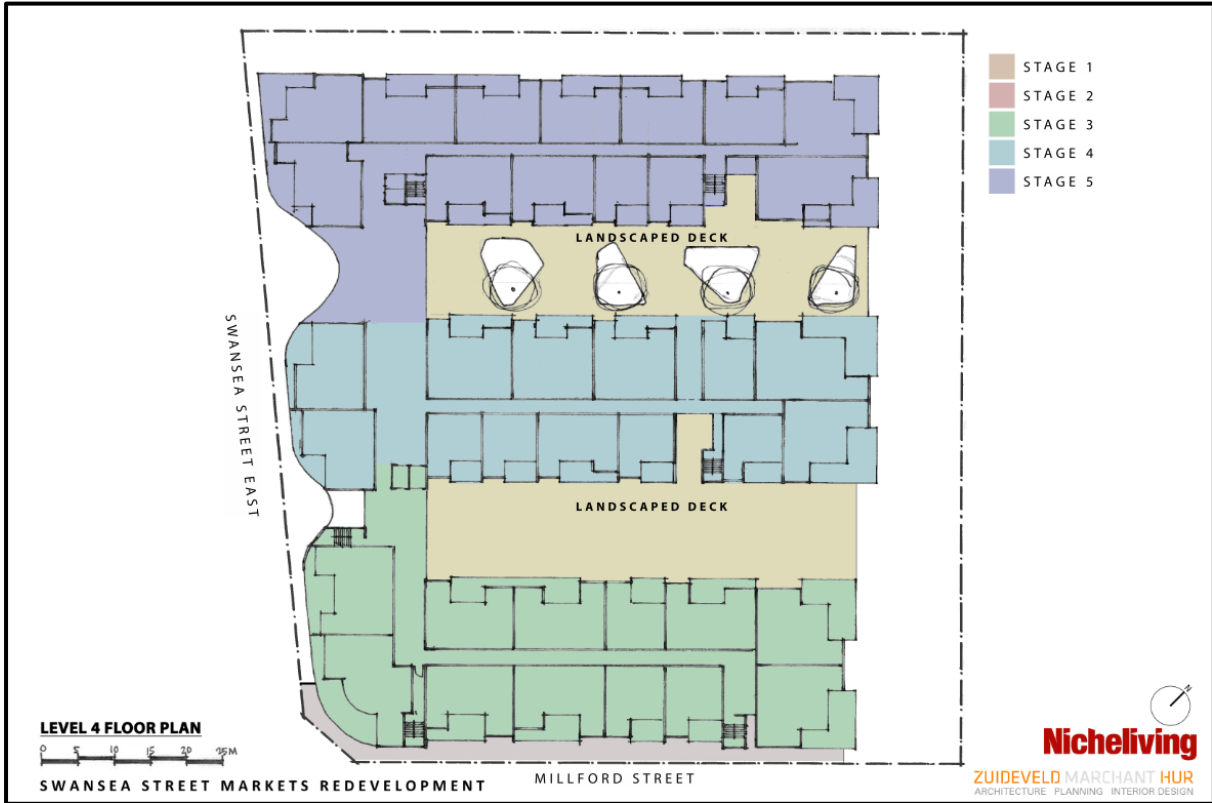


Figure 3 – Concept site plan showing indicative apartment layout on the fourth floor

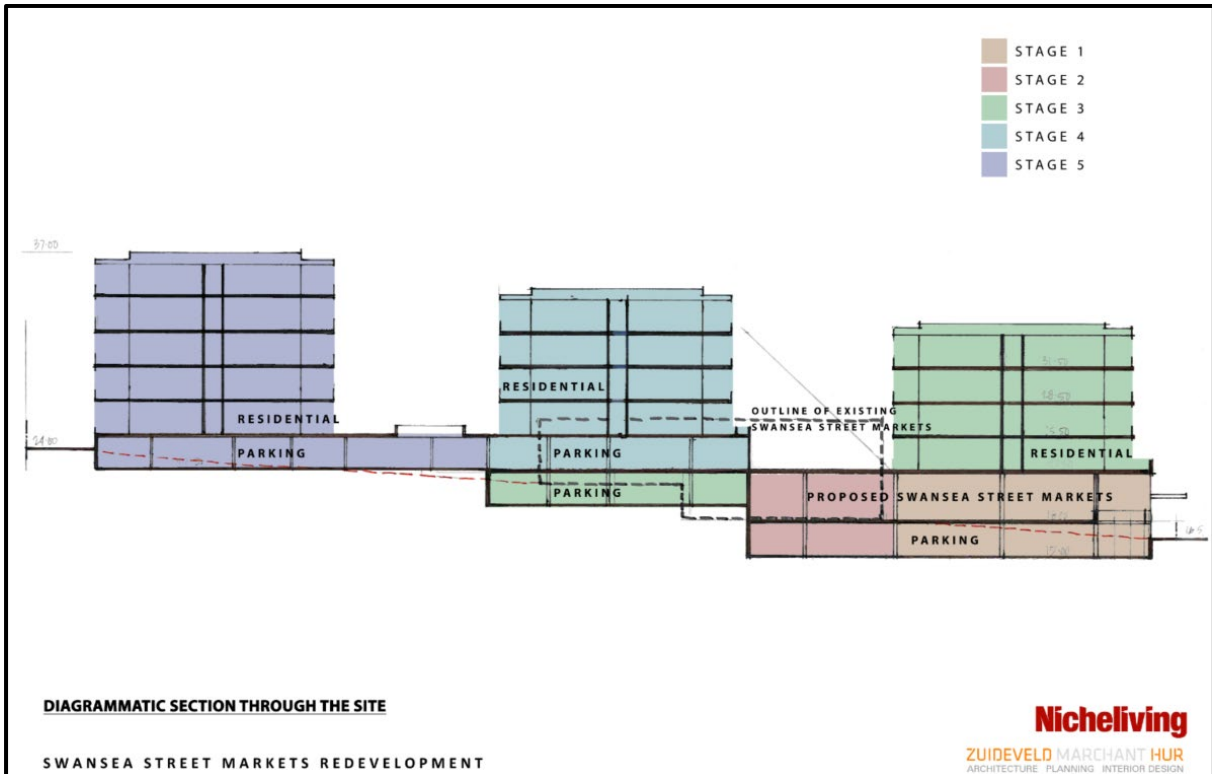


Figure 4 – Concept section plan showing the built form outcome of the proposed redevelopment

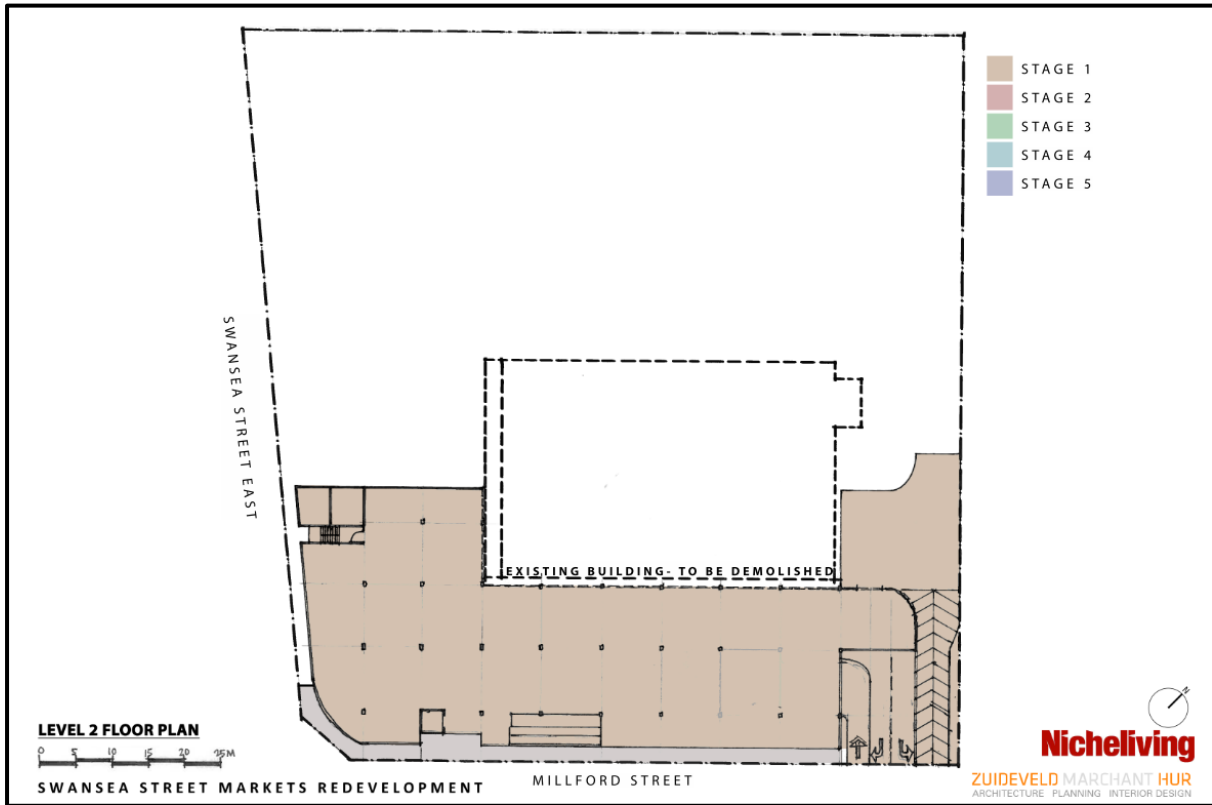


Figure 5 – Site plan showing ground level of stage 1 of the development

3.2 Amendment classification

Section 34, Part 5 of the *Planning and Development (Local Planning Schemes) Regulations 2015* sets out various criteria for the classification of local planning scheme amendments. Amendments can be classified as either “basic”, “standard”, or “complex”.

The proposed amendment is appropriately classified as a standard amendment. An assessment against the relevant criteria for a standard amendment is provided in **Table 3** below.

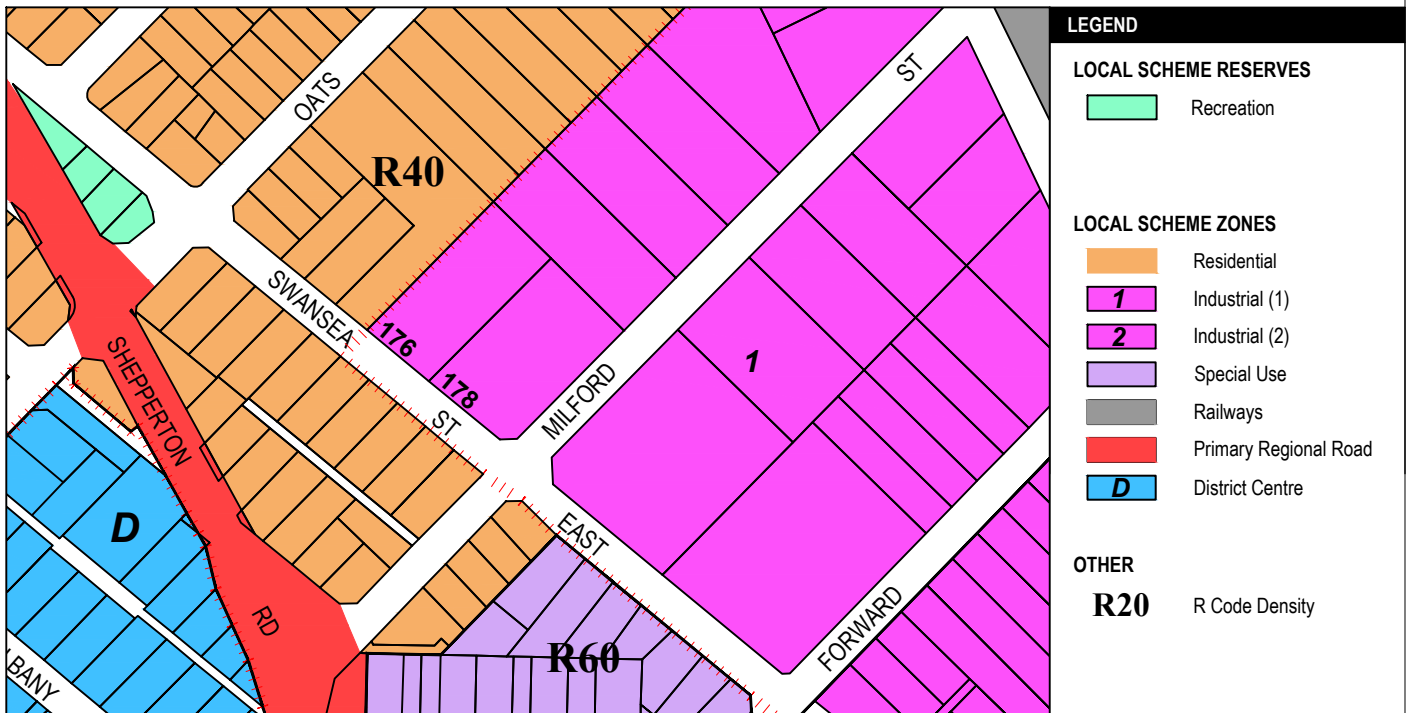
Table 2: Assessment against the relevant criteria for a standard amendment.

Type of Amendment	Comment
e) <i>an amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment;</i>	<p>The amendment is intended to facilitate the redevelopment of the subject site as a mixed-use development containing ground floor retail and apartments on the upper levels.</p> <p>Any impacts upon the surrounding residential properties will be appropriately addressed through the development application process. The subject site already contains a retail land use—being the Swansea Street Markets—and the intent is that this land use will continue to operate from the new mixed-use building. The new commercial tenancy will contain only a minor increase in retail floor space and does represent a significant intensification of retail activity.</p> <p>Locating apartments on the subject site will not result in any existing industrial site having a new interface with a residential land use that it did not previously existing. This is detailed further in Section 6.</p>

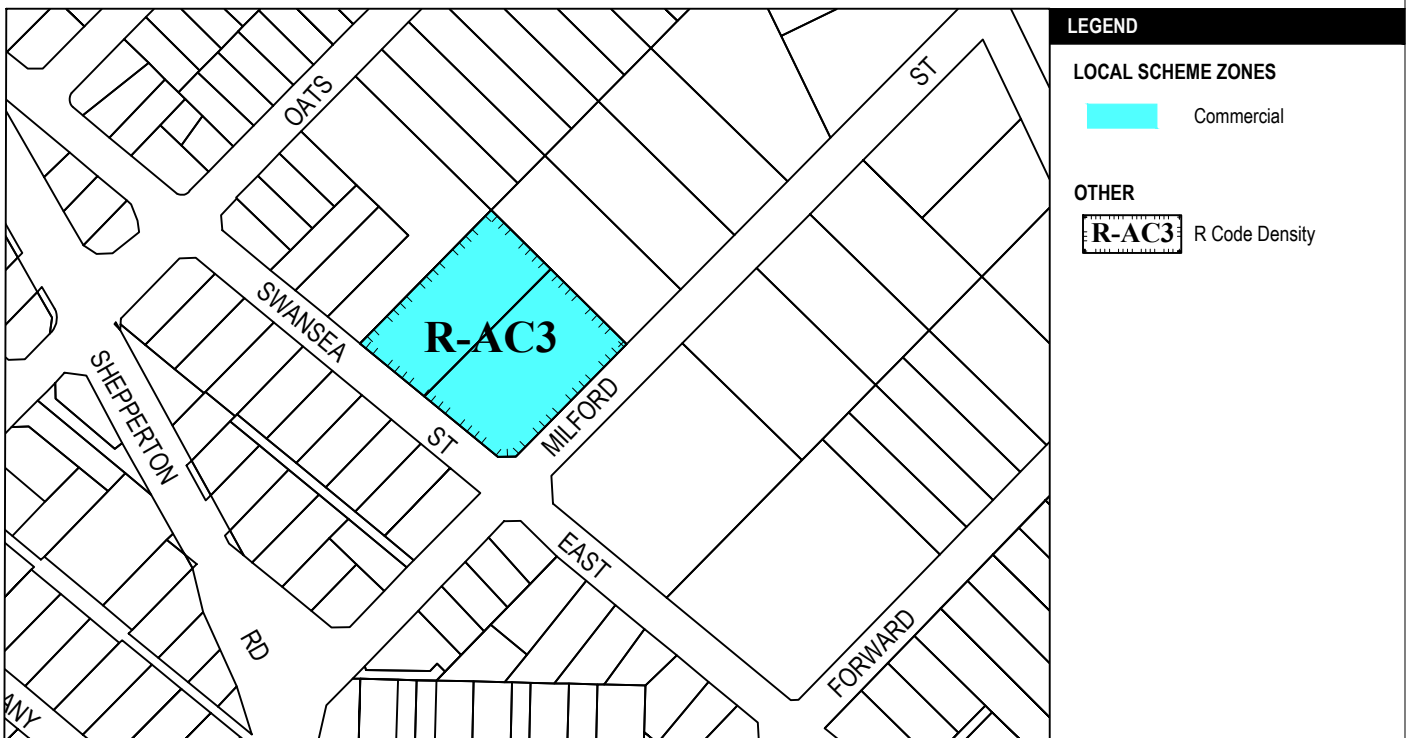
Type of Amendment	Comment
<p>f) <i>an amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area</i></p>	<p>Our review of the proposed scheme amendment has not identified any significant environmental, social, economic or governance impacts on land in the scheme area.</p> <p>In particular—the scheme amendment is intended to facilitate a minor expansion of existing retail floorspace from 1,600m² to 2,300m²—however this is a marginal increase that will not impact upon the surrounding area. The built form interface is respectful of the surrounding area and reflects best-practice design for the development of transit-oriented precincts and will be suitably addressed through the development application assessment process.</p>
<p>g) <i>any other amendment that is not a complex or basic amendment.</i></p>	<p>Although the proposed amendment is not consistent with a “<i>local strategy for a scheme that has been <u>endorsed</u> by the Commission</i>”—neither is it <u>inconsistent</u>, or <u>unaddressed</u> by an endorsed local strategy as per criteria (a) and (b) of the criteria for a complex amendment.</p> <p>The proposed amendment is consistent with the draft Strategy, and consistent with both state and local planning policies and strategic documents that have been prepared since 2006. Any differences between these strategies have been in relation to properties other than the subject site.</p> <p>For this reason, the proposed amendment does not rise to the level of a complex amendment and is appropriately classified as a standard amendment.</p>

In light of the above, we request that the Town progress the proposed scheme amendment as a standard amendment.

AMENDMENT TO TOWN OF VICTORIA PARK LOCAL PLANNING SCHEME NO.1



EXISTING SCHEME MAP



PROPOSED SCHEME MAP

4 Strategic Planning Framework

4.1 State Strategic Plans

4.1.1 Perth & Peel @ 3.5 Million Central Sub-Regional Planning Framework (2018)

The *Central Sub-Regional Planning Framework (Sub-Regional Strategy)* provides the spatial framework to guide local governments in achieving optimal urban consolidation over the long term. The Sub-Regional Strategy supports the orderly and proper development of infill through the region by encouraging development adjacent to activity centres, station precincts and urban corridors.

The Sub-Regional Strategy identifies a crucial role for private sector developers to invest in higher density housing projects and for Local Government to encourage innovative infill and be advocates for the housing needs of future generations.

The Sub-Regional Strategy identifies the subject site as forming part of an “activity centre” around Oats Street Station and excludes it from the “industrial centres” where there is “a need to plan, protect and preserve”.



Figure 7 – Excerpt of Sub-regional Framework showing location of subject site

The framework includes a target for the Town of Victoria Park to increase its existing housing stock of 15,770 dwellings to achieve a target of an additional 11,320 dwellings by 2031. This represents an additional 870 dwellings per year. The redevelopment of the subject site will contain 160 dwellings, which will contribute substantially towards achieving this target.

4.2 Town of Victoria Park Strategic Plans

4.2.1 Draft Activity Centre Strategy (2017)

A draft *Activity Centre Strategy (draft ACS)* was prepared by the Town in 2017. This Plan built upon the earlier Activity Centre Strategy prepared in 2013 following the designation of a future Oats Street district centre under *State Planning Policy 4.2 – Activity Centres for Perth and Peel*. This 2013 Strategy undertook an analysis of two separate precincts—an Oats Street Station precinct (which included the subject site), and a future Oats Street District Centre on industrial land to the east of the railway line. The draft ACS made the following observations and recommendations:

- The district centre designation was premised on the relocation of Oats Street station 300m further south and the redevelopment of existing industrial land to support residential and commercial land uses around the station.
- There is no identifiable existing Oats Street centre, and its designation as a district centre was conjectural and lacking in a clear rationale.
- Modelled retail demand indicated a future Oats Street activity centre would support only 2,100m² by 2031—which is suitable for a neighbourhood level centre, but not a higher-order district centre.

The 2017 draft *Activity Centre Strategy* builds upon both the 2013 Strategy and the Sub-Regional Strategy in retaining an Oats Street Station precinct in some form, subject to the following considerations:

- Little opportunity for redevelopment of existing residential land around Oats Street station due to land having been redeveloped as grouped housing.
- The Welshpool industrial area is an important employment centre and should be retained with some adjustments to the extent of Industrial zoning were located within the Oats Street Station Activation Area.
- The existing industry zone south of the railway will change to commercial and residential uses around the new station and there should be shopping facilities to serve the locality.

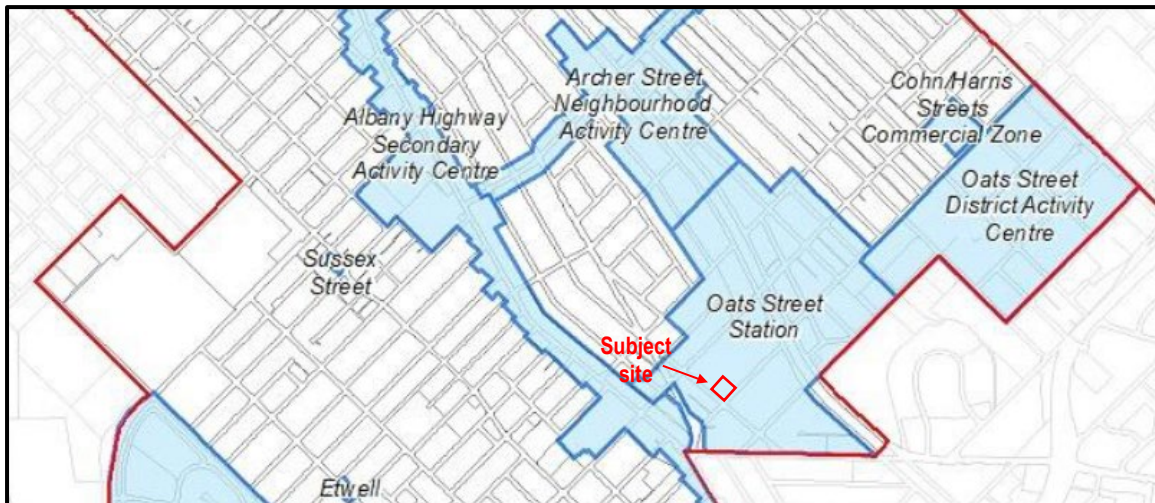


Figure 8 – Excerpt from 2017 Draft Activity Centre Strategy showing the subject site

The draft ACS recommends the following recommendations and actions:

- Rezoning industrial land within the Oats Street Station precinct south of the railway line as Residential/Commercial.
- Reviewing the residential coding of land within the precinct with a view to introducing R30/60 with the higher code being subject to the achievement of design criteria and provision of ground floor mixed use.
- That retail development should be concentrated along three nodes along Albany Highway, one of which is the eastern ‘Gateway’ node, at the intersection of Albany Highway and Shepperton Road.

It is clear from the successive strategic planning documents that there has been shifting currents of opinion around the relative value of the industrial land within the Town of Victoria Park, and the concentration of future retail activity. Although some of these planning matters remain—to some extent—unresolved, the lack of resolution does not affect the subject site for the following reasons:

- Notwithstanding changes to precinct boundaries across documents, the subject site has been consistently located within a future Oats Street Precinct in all strategic planning documents. This means that the

subject site has consistently been identified as a site suitable for redevelopment and intensification of uses.

- Although the relative value and importance ascribed to the industrial zoned land within the Town has shifted between planning documents—all strategic documents have identified that some—and potentially all—industrial land west of the railway line is suitable for rezoning to facilitate mixed residential and commercial land uses. The subject site is located at the very western edge of this area and is a prime candidate for rezoning to allow mixed residential and commercial development.
- Although the status and role of a future Oats Street activity centre remains open to future investigation—any change in the classification of Oats Street will not affect the subject site. It is an existing, approved retail land use consistent with current zoning under LPS1. The proposed redevelopment of the site is intended to retain the status quo and does not raise questions of whether the retail activity is appropriate in this location.

4.2.2 Public Open Space Strategy (2019)

The Town's *Public Open Space Strategy (POS Strategy)* was adopted by Council in 2019. It provides direction for the provision of public open space (POS) within the Town and the implementation of actions to address gaps in POS provision. The Strategy undertakes the POS analysis on the basis of the existing precincts defined under LPS1. The Strategy makes the following recommendations:

- Existing drainage basins on vacant lots be investigated as potential opportunities for re-engineering and repurposing as future POS.
- A gap analysis shows areas with no POS within a recommended walkable distance. This analysis does not identify the subject site as falling within a gap in POS provision.

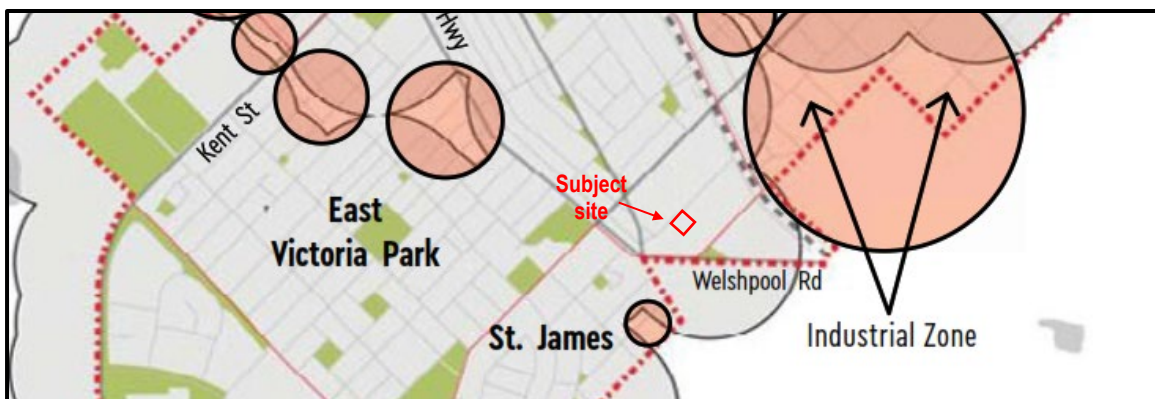


Figure 9 – Excerpt from the 2019 Public Open Space Strategy show POS gaps with the subject site identified

4.2.3 Draft Local Planning Strategy (2021)

The draft *Local Planning Strategy (draft Strategy)* provides a blueprint for the planning and development of neighbourhoods and commercial (activity) centres over the next 10 to 15 years and informs the preparation of the Town of Victoria Park's new Local Planning Scheme.

The draft Strategy provides for growth of the Town from 16,946 dwellings (2016 Census) to 35,090 dwellings by 2050 (+18,144 dwellings) to meet the State government's infill dwelling target under the Central Sub-Regional Planning Framework. The draft Strategy directs growth to the community's preferred areas for growth (in activity centres and around train stations) while continuing protection of the Town's valued character areas.

The draft Strategy locates the subject site within a precinct called "*Neighbourhood 10 – Oats Street Station*" and proposes a precinct boundary that excludes most of the industrial land to the east of the Armadale railway line.

The draft Strategy identifies the following objectives for the planning of the neighbourhood:

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.*
3. *To address gaps in the provision of Public Open Space as per the Public Open Space Strategy.*

It also recommends several specific implementation actions. **Section 6** of this report demonstrates that the proposed amendment is capable of achieving these objectives and is consistent with the recommended actions.

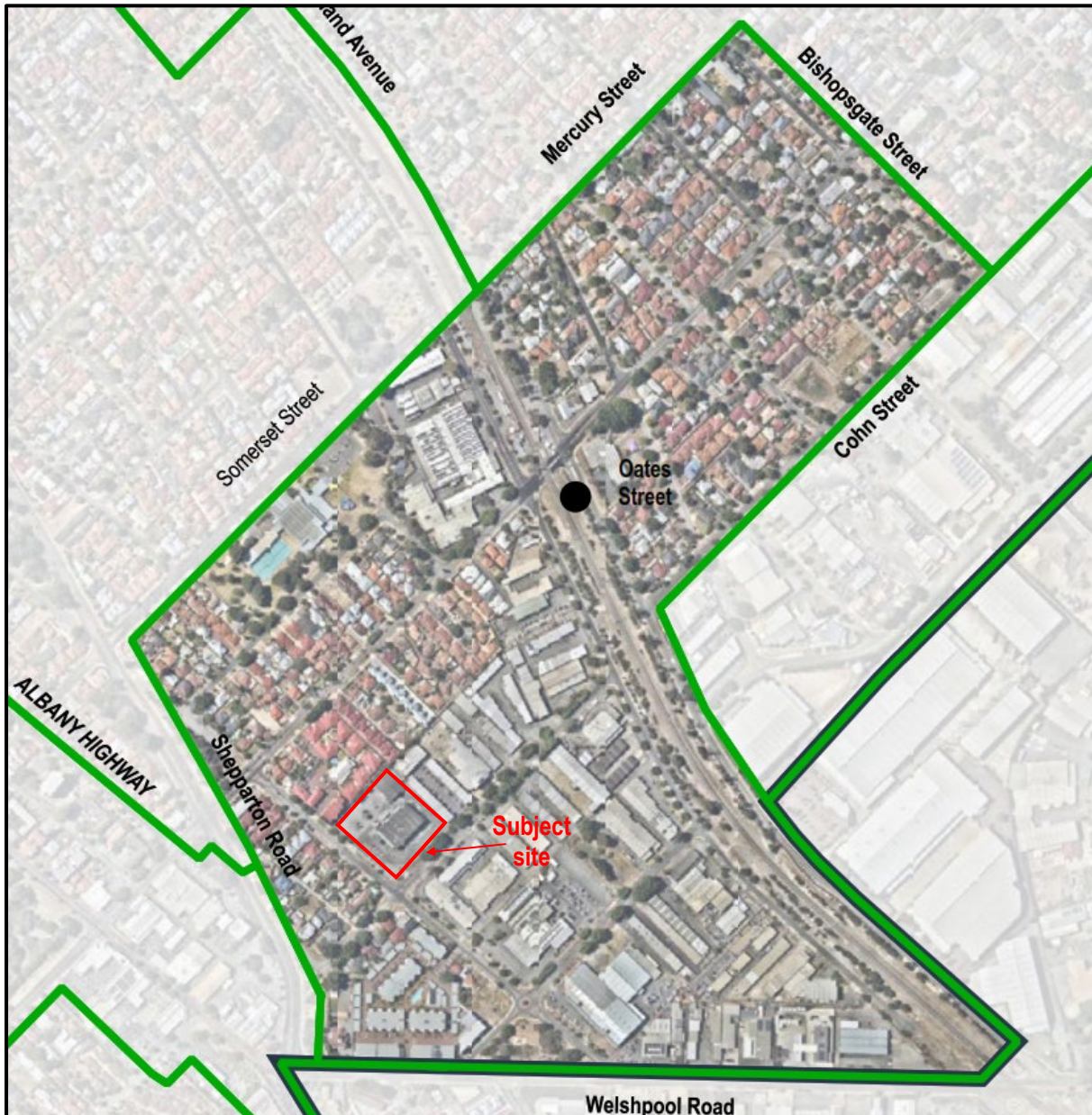


Figure 10 – Extract from the draft Local Planning Strategy showing the Oats Street Neighbourhood

4.3 Town Planning Scheme No. 1 Scheme Review Report (2021)

The Scheme Review Report notes that the Town is “in a position to be able to accommodate additional dwellings within areas that have a limited impact on existing low density residential neighbourhoods” and identifies Oats Street Station Activity Centre as one of these areas. It also states that the area around Oats Street Train Station is “expected to be substantially at high density to take advantage of TOD opportunity”.

Given that the draft Strategy identifies that a very high percentage of sites within the Oats Street precinct have been developed as infill strata lots limiting their redevelopment potential. The net residential density is only 25 dwellings per hectare.

This suggests that a substantial density increase in appropriate locations is necessary to significantly increase overall population density. It also suggests that the proposed R60 (up from the existing R40 coding) will not deliver the necessary increase in residential population across existing sites. The proposed amendment facilitates a substantial density increase in a suitable location and is consistent with the overarching objectives of the LPS1 review.

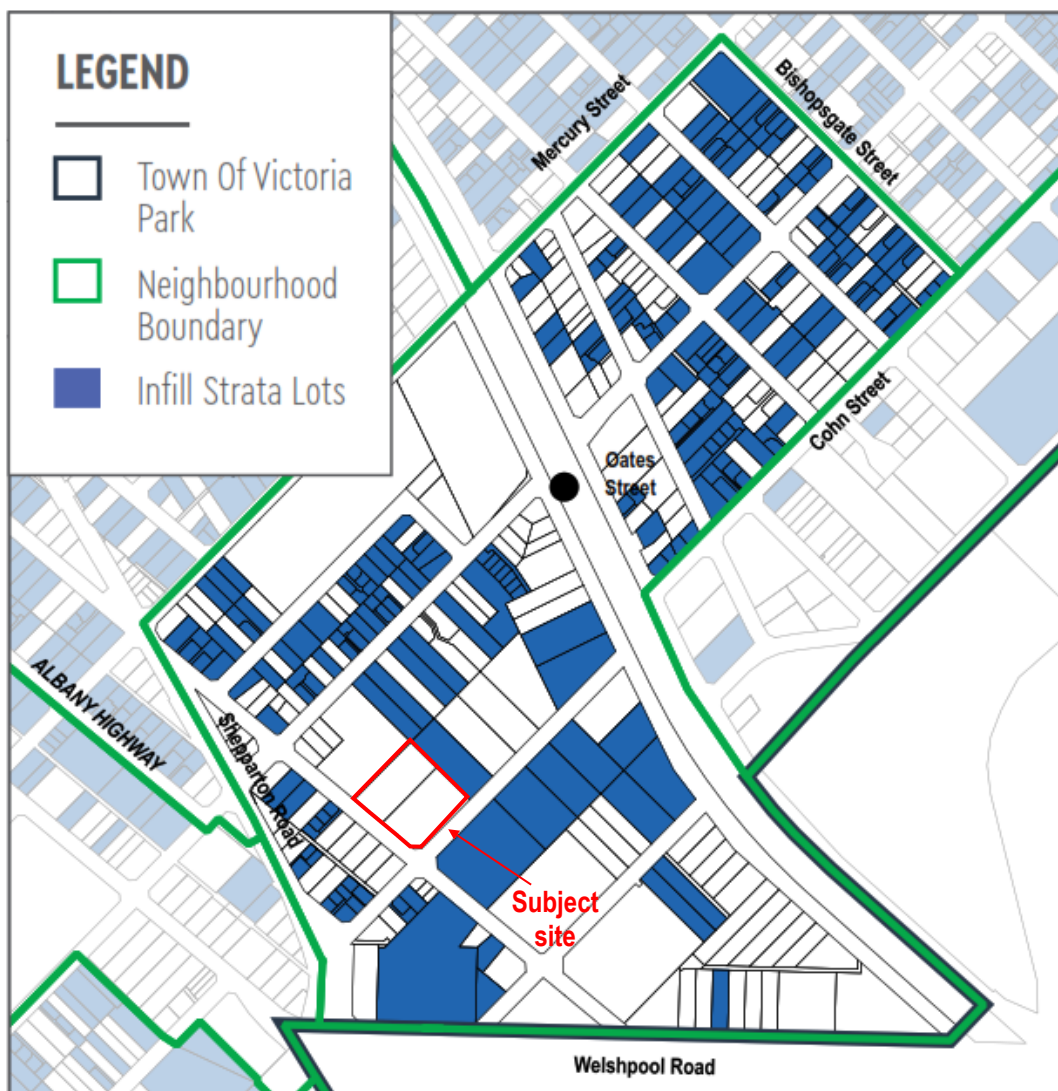


Figure 11 – Extract from draft Local Planning Strategy showing strata lots within proximity of the subject site

4.4 Relevant Projects

4.4.1 Inner Armadale Line Level Crossing Removals Program

In June 2020, the state government announced that the METRONET program would include the removal up to 7 level crossings along the Armadale Line. Oats Street was to be one of these—with a new station to be constructed either at the existing site or relocated 300m to the south to the end of Millford Street.

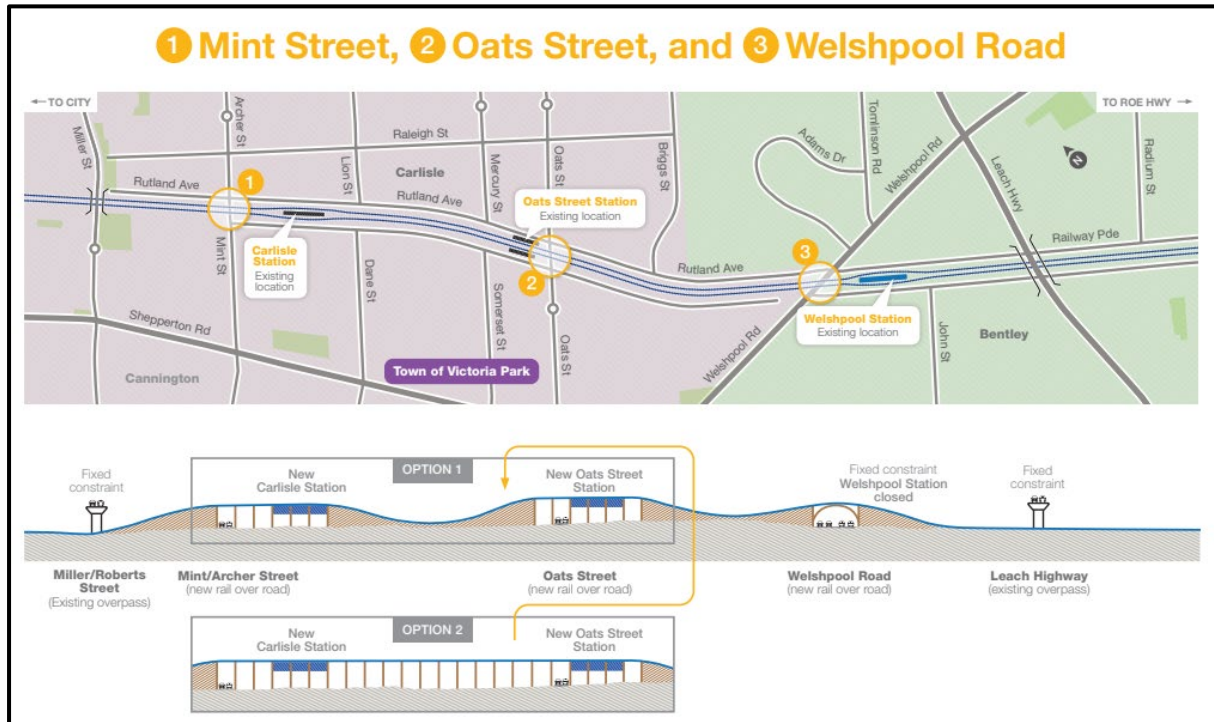


Figure 12 – Excerpt from Inner Armadale Line Level Crossing Removals Fact Sheet (Source: METRONET, September 2020)

There is great deal of uncertainty around these projects as the Town is currently in opposition to the state government’s preferred outcome. However, it should be noted that proposed redevelopment is **not** dependent upon the implementation of these projects, or any one potential scenario.

The subject site located within the walkable catchment of both the current Oats Street station—and a future Oats Street station at Millford Street. It is currently well serviced by public transport and will continue to remain so.

4.5 Other documents

4.5.1 Economic Development Strategy (2018)

The City’s Economic Development Strategy notes the following:

“Oats Street train station and surrounds have been marked for significant improvements being an area of importance to the broader METRONET project. With the area already providing access to tertiary education, employment, a leisure centre, child care and retail services, it has vast opportunity for economic and urban development. With these opportunities now being recognised by government, businesses and the community, the area is likely to increasingly attract attention as a safe, vibrant and attractive station precinct.”

This highlights the inherent strengths of the surrounding precinct and points to the importance of facilitating the redevelopment of the subject site via the proposed scheme amendment.

5 Statutory planning framework

5.1 Metropolitan Region Scheme

Under the provisions of the Metropolitan Region Scheme (**MRS**) the subject site is zoned Urban. The proposed scheme amendment is consistent with the zoning under the MRS.

The subject site is not affected by land reserved by the MRS, nor is it subject to any resolution or declaration made under the MRS

5.2 Town of Victoria Park Town Planning Scheme No. 1

The local planning scheme applicable to the subject site is the Town of Victoria Park *Town Planning Scheme No. 1 (TPS1)*. An assessment of the proposed amendment against the objectives of the scheme is provided in **Table 3** below:

Table 3: Assessment of proposed amendment against applicable scheme objectives

Scheme objectives	Assessment
(a) <i>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;</i>	The proposed development expands the number and scale of apartments available within the Town, whilst retaining an independent grocer to provide residents with expanded choices. The proposed development is consistent with the objective of the scheme.
(b) <i>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;</i>	Consideration of all relevant planning matters, including noise, privacy and traffic would occur as part of a detailed development application assessment process.
(c) <i>to ensure that the use and development of land is managed in an effective and efficient manner within a flexible framework which -</i> <i>i. recognises the individual character and needs of localities within the Scheme area; and</i> <i>ii. can respond readily to change;</i>	The proposed amendment recognises that the Swansea Street Markets site is a significant location within the surrounding precinct and the Town as a whole. The retention of the Swansea Street Markets at this site requires modifications to the planning framework within the next 12-18 months. The scheme amendment process provides the means of rapidly responding to this need.
(d) <i>to ensure planning at the local level is consistent with the Metropolitan Region Scheme and wider regional planning strategies and objectives;</i>	The sub-regional planning framework identifies the Welshpool industrial estate as being of strategic significance. The subject site is zoned industrial and located adjacent to the Welshpool industrial area—but it is not zoned Industrial under the MRS. It is zoned Urban. This would indicate that the subject site is of no strategic significance, and that the proposal is consistent with the MRS.
(e) <i>to promote the development of a sense of local community and recognise the right of the community to participate in the evolution of localities;</i>	The proposed amendment is intended to facilitate the retention of the Swansea Street Markets site and enhance the sense of place and community associated with this 30-year-old store. The scheme amendment process requires a period of public consultation during which the community will have a right to provide their comments on the proposal.
(f) <i>to promote and safeguard the economic well-being and functions of the Town;</i>	The proposed amendment is intended to retain the existing commercial activity on the subject site, whilst allowing for a minor expansion in floorspace—potentially to include a bakery in the Swansea Street Markets. The retention of the Markets will be achieved by a staged redevelopment that will allow trading to continue throughout the redevelopment

Scheme objectives	Assessment
	without disruption. The expansion in floorspace will facilitate additional jobs, whilst the residential housing will deliver an increased population to this area of Victoria Park supporting the growing number of retail businesses locating in East Victoria Park and the St James end of Albany Highway.
<p>(h) to promote and safeguard the cultural heritage of the Town by -</p> <ol style="list-style-type: none"> 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. 	Not applicable. The subject site has not been identified by the Town as being of any significant cultural heritage.

As demonstrated by **Table 3** above, the proposed scheme amendment is consistent with the objectives of the scheme and warrants support accordingly.

5.2.1 Objectives of the zone

The subject site is located within Precinct 9 – Welshpool (**P9**) pursuant to LPS1.

The subject site is currently zoned ‘Industrial (1)’. The intent of this zone is to facilitate the development of small-scale industrial uses. The Industrial (1) zone does not permit the development of a mixed-use building containing multiple dwellings.

The inconsistency between the objectives of the zone, and the land use permissibility is what necessitates a change in the zoning of the subject site.

This amendment proposes that the site be rezoned to ‘Commercial’ under LPS1 with a residential density coding of R-AC3. A Commercial zone with a density coding of R-AC3 would permit the redevelopment of the subject site as a mixed-use building containing ground floor commercial and 4-5 levels of apartments.

5.2.2 Development Requirements

Clause 24(1) of LPS1 states that “all residential developments are to be connected to a comprehensive sewerage system, if one is available.” It is noted that the subject site is connected to existing sewer infrastructure (refer **Figure 13**) and that sewerage infrastructure does not present a potential obstacle to future redevelopment.

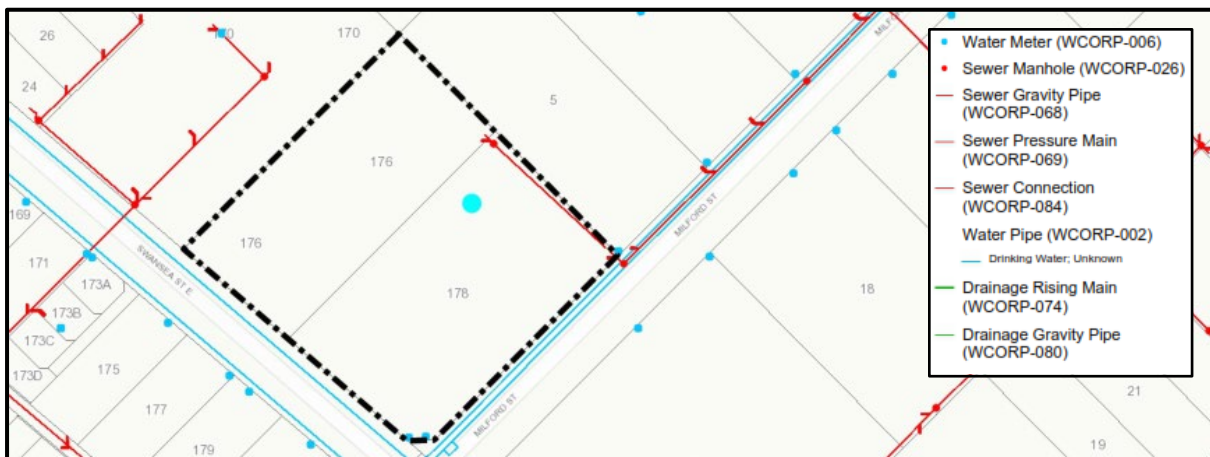


Figure 13 – View of utilities infrastructure showing sewer and water connections to the subject site.

5.3 State Planning Policies

Pursuant to section 77(1)(a) of the *Planning and Development Act 2005*, every local government in amending a local planning scheme is to have due regard to any State planning policy which affects its district. The following State planning policies are relevant to this proposal and have been given due regard.

5.3.1 Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development

Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development (DCP1.6) was adopted by the WAPC in 2005 to maximise the opportunities for land use and public transport integration. The policy applies to all transit precincts defined within the policy and informs the WAPC position on town planning schemes, local planning strategies and scheme amendments.

DCP1.6 identifies Oats Street Station as a transit-oriented precinct—meaning that lots within the 800m walkable catchment of the train station are potentially suitable for development at higher residential densities and a mixture of compatible uses.

The subject site is located within the 800m walkable catchment of Oats Street and consistent with the objectives of the policy.

5.3.2 State Planning Policy 5.4 – Road and Rail Noise

State Planning Policy 5.4 – Road and Rail Noise identifies the subject site as falling within the trigger distance of a significant freight/traffic route—being Shepperton Road. Additional acoustic reporting and/or mitigation measures may be required for the development of residential housing on the subject site. This will be considered as part of the development application assessment process and is not applicable to the proposed scheme amendment.

5.3.3 State Planning Policy 4.2 – Activity Centres for Perth and Peel

State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP4.2) identifies Oats Street as a potential future District Activity Centre. However, the City’s local strategic planning documents that have reviewed this designation in greater detail have concluded that there are no current grounds for this identification—nor is there likely to be the future retail demand that would merit this status.

The City’s preferred approach to the development of Oats Street—as described in the draft 2017 Activity Centre Strategy and draft Local Planning Strategy is to potentially re-classify it as a lower-order centre, retain industrial land to the east of the railway, develop industrial land to the south as a mixed-use commercial and residential precinct and shift the focus of retail development back to the eastern entry of Albany Highway—with the entirety of Albany Highway treated as an Activity Centre/Corridor under a revised SPP4.2.

The proposed development of the subject site will include a minor expansion in the retail floorspace from approximately 1,600m² of retail floorspace to 2,300m². This expansion represents a continuation of a long-standing retail use on the subject site, albeit with expanded and modernised premises that reflect contemporary expectations for a grocer and butcher.

5.3.4 State Planning Policy 7.0 – Design Review

The development of the subject site as a 6-storey mixed-use building as shown on the concept plan will undergo a future design review process in accordance with the Town’s requirements for buildings that are 3 storeys or more in height. There is no reason for the proposed scheme amendment to undergo a formal design review process.

5.3.5 State Planning Policy 7.3 – Residential Design Codes

The subject site has no residential density coding. The proposed amendment would apply an RAC-3 coding.

The designation of the subject site with the RAC-3 density coding is intended to facilitate a development appropriate to a medium-rise urban centre. Medium-rise urban centres are defined by SPP7.3 as

“town/district centres, urban corridors, activity centres and station precincts. Urban centres typically comprise development up to approximately 6-storeys that has direct street frontage and is often built to boundary. Urban centres are highly walkable with close proximity to high-frequency transit services, public open space, commercial and/or retail uses and community infrastructure.”

Such a designation is considered to be consistent with a future transit-oriented activity centre within the Oats Street Neighbourhood as identified by the strategic planning framework.

Although it is acknowledged that the RAC-3 coding is intended to be applied to a broader context and not to an individual site, there is nothing that prohibits such an application—and the designation is the most straightforward means of achieving the necessary development controls for the site. The alternative—such as the application of an R160 designation, has a default height limit of only 5 storeys, and would therefore not provide the level of certainty regarding future development outcomes that the proponents seeking.

5.4 Draft State Planning Policy 4.1 – Industrial Interface

Draft State Planning Policy 4.1 – Industrial Interface (draft SPP4.1) is intended to protect industry from the encroachment of incompatible land uses and ensure acceptable planning outcomes are achieved in the context of industrial expansion. The policy was published in draft form in 2017, however is commonly utilised when considering high-level planning proposals involving industrial activities.

An assessment of the proposed scheme amendment against the objectives of draft SPP4.1 is provided in **Table 1** below:

Table 1: Assessment against the objectives of SPP4.1

Objective	Response
<p>a) <i>protect existing and proposed industry, and infrastructure facilities from encroachment by incompatible land uses that would adversely affect efficient operations;</i></p> <p>b) <i>avoid land use conflict between existing and proposed industry/ infrastructure facilities and sensitive land uses; and</i></p> <p>c) <i>promote compatible land uses in areas impacted by existing and proposed industry and infrastructure facilities.</i></p>	<p>The proposed scheme amendment seeks to rezone an industrial zoned site to Commercial to make ‘Multiple Dwellings’ a permitted use on the site. The proposed amendment is consistent with the objectives of draft SPP4.1 for the following reasons:</p> <ul style="list-style-type: none"> • The subject site is located on the western-most periphery of an industrial area, not the centre, and consequently the proposed amendment amounts to a boundary adjustment with minimal impact on the wider area. • The existing industrial zoned area (west of the railway line) is not identified as forming part of the broader strategically significant industrial area, nor is it zoned for Industry under the region scheme. The amendment will encroach on strategically significant industrial land. • The existing Industrial (1) zoning already permits ‘shop’ land uses demonstrating that retail activity is compatible with the industrial area west of the railway line. • That the introduction of residential land uses onto the subject site will not result in adjoining industrial zoned sites having an interface or boundary with residential land uses that did not previously exist (refer Section 6).

Objective	Response
	<ul style="list-style-type: none"> The industrial zoned properties within proximity of the subject do not contain existing logistics, warehousing or transportation based activities that would potentially be impacted by retail and residential traffic associated with the redevelopment of the subject site.

In light of the above, the proposed amendment is considered consistent with the objectives of the draft SPP4.1 and warrants support accordingly.

6 Justification

The proposed amendment will facilitate the redevelopment of the subject site in a manner that is responsive to the site’s historical context, the needs of the community, and consistent with the objectives of the State and local strategic planning framework. The project will result in an iconic and memorable mixed-use development in a key location within the catchment of Oats Street train station, delivering a key land planning objective of the State Government’s METRONET initiative.

A detailed justification for the proposed amendment is provided as follows:

Reason 1 - It provides greater certainty around the timeframes for redevelopment which will allow for the retention of the Swansea Street Markets at the current location.

The subject site is currently experiencing a several issues that threaten its ongoing viability as the site of the Swansea Street Markets. It is noted that the existing buildings are more than 50 years old and are reaching the end of their economic life due to escalating maintenance costs. Moreover, the age of the building and the lack of space prevents the expansion of retail floorspace or the adaption of the existing tenancy to provide modern and expanded facilities that meet the contemporary expectations of customers. In particular—the building lacks the capacity to include a dedicated bakery to complement the butcher and grocery sections of the existing markets.

The subject site was identified as a potential location for transit-oriented development back in 2005, and yet such a development is still not possible under the current framework—the landowners, proponents and tenants consider it necessary to progress a scheme amendment to provide a level of certainty as to prospective timeframes for future redevelopment. Certainty around timeframes will facilitate the retention of the Swansea Street Markets on the subject site.

With regard to timeframes the following is noted:

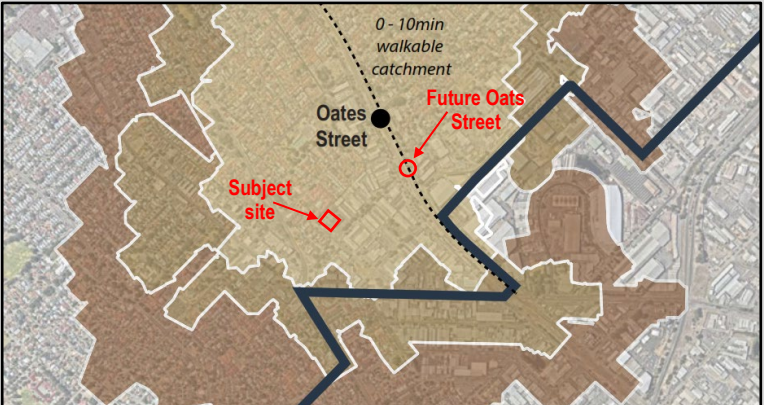
- The Town has advertised a draft Local Planning Strategy for public consultation and will be referring it to the WAPC for consideration within the next few months. Standard timeframes around WAPC processes for the review and approval of local planning strategies would suggest an approval date mid-2022, although realistically this could be pushed back to early 2023.
- The Town has commenced a review of LPS1, which is likely to take 2-3 years before gazettal. This suggests a potential 2025-26 date.
- The draft Strategy recommends preparing a precinct structure plan within 1-2 years. It’s not clear whether the Town will commence this process following WAPC endorsement of the Strategy, gazettal of LPS1— or whether the Town will commence the study before the endorsement of either the Strategy, or gazettal of LPS1.

Realistically—given all the moving parts involved—in the absence of the proposed scheme amendment we do not anticipate any significant change to the planning framework to occur within the next 5-6 years. In the event that the precinct planning of this area is a matter of priority—the Town could potentially bring this down to 3-4 years. Either scenario creates simply too much uncertainty around timeframes to allow for the retention of the Swansea Markets on the subject site.

Reason 2 – The proposal is consistent with the objectives of the draft Local Planning Strategy

The draft Strategy builds upon an extensive state and local strategic planning framework in proposing several key strategic objectives for the newly defined Oats Street neighbourhood. The proposed scheme amendment is consistent with these objectives, as detailed in **Table 4** below.

Table 4: Assessment of proposed scheme amendment against the draft objectives

Neighbourhood objectives	Assessment
<p>1. <i>To maximise higher density residential and mixed use development close to the Oats Street station and high frequency bus services.</i></p>	<p>The subject site is located within the walkable catchment of both the current Oats Street Station, and any future station location on Millford Street as follows:</p> <ul style="list-style-type: none"> • The subject site located 620m from Oats Street station. • The subject site is located 350m from a future Millford Street station location. <p>This puts the subject site well within the walkable catchment of either location—as indicated on Figure 14 below.</p>  <p>Figure 14: Excerpt of walkable catchment from draft LPS with subject site and future Oates Street Station shown.</p> <p>The subject site has access to the following bus services:</p> <ul style="list-style-type: none"> • A bus stop on Millford Street is located directly in front of the site with buses arriving on a half-hour frequency travelling to Elizabeth Quay. • A bus stop on Shepperton Road is 170m away and provides a high frequency service to Thornlie Station at 10-minute intervals. <p>The proposed amendment is consistent with the objective of maximising residential and mixed-use development in proximity to public transport services and warrants support accordingly.</p>
<p>2. <i>To ensure an appropriate transition in built form and scale between future higher density development and surrounding lower scale development.</i></p>	<p>The subject site shares a boundary with residential land to the north, and interfaces with residential properties to the south and west across Swansea Street.</p> <p>Residential properties around the subject site are zoned R40, and have been predominantly developed as single or double-story grouped housing with several low to medium rise apartment developments (Lime Apartments in the Special Use Zone).</p> <p>The R40 coded areas are generally characterised by developments of up to 2 storeys, however the draft LPS proposes increasing the residential density to R40/R60—which would facilitate developments of up to 3 storeys—and potentially higher given the performance-based nature of the R-Codes.</p> <p>A development concept plan has been prepared by the proponent. This shows a contemporary built form comprising tower elements well setback from lot boundaries with a ground level podium built up to the street. The proposed development ranges from 5-6 levels.</p> <p>The proposed scheme amendment includes the application of a density coding of RAC-3. This coding reflects the characteristics of the surrounding area and</p>

Neighbourhood objectives

Assessment

permits development of up to 6 storeys as-of-right. This represents a 2-3 storey variation from the prevailing and potential height of the surrounding area. The height is also mitigated by the topography of the site, which currently sits below the natural ground level of the road and adjoining residential properties to the north (refer **Photo 13** below).




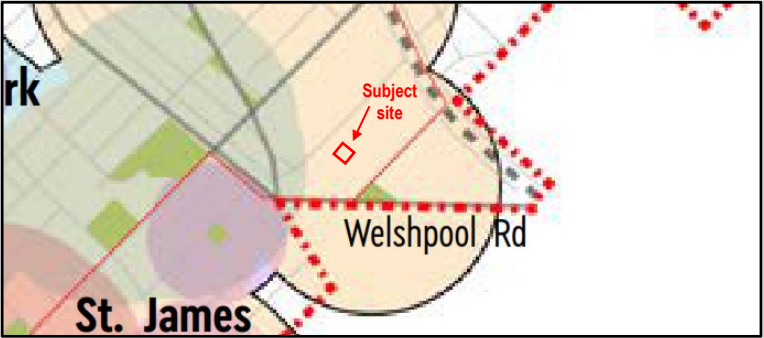
Photo 13: View north showing scale of aged care facility on the adjoining site and the site level difference between subject site and residential zoned property to the north.

Detailed consideration of the bulk, form and scale of a redevelopment will occur through the standard development assessment process. This will include one or more design reviews by the Town's Design Review Panel and a detailed assessment against the objectives of the R-Codes Volume 2. The R-Codes encourage detailed consideration of the impact of the development upon the surrounding including overshadowing, privacy and noise.

The redevelopment of the subject site will ensure an appropriate transition in built form and scale and consequently the scheme amendment is consistent with the strategic objective for the neighbourhood. **Figure 15** and **Figure 16** below show the bulk of the proposed development and demonstrate that the proposed bulk and scale is in keeping with the built form of the surrounding area.



Figure 15: 3D perspective looking south-east along Swansea Street showing the scale of the proposed development in relation to the built form of the surrounding area with the Brightwater Oats Street aged care facility in the foreground.

Neighbourhood objectives	Assessment
	 <p data-bbox="604 712 1390 790">Figure 16: 3D perspective looking north along Swansea Street showing the scale of the proposed development in relation to the built form of the surrounding area with Lime Apartments to the left in the foreground.</p>
<p data-bbox="204 808 580 898">3. <i>To address gaps in the provision of Public Open Space as per the Public Open Space Strategy.</i></p>	<p data-bbox="604 808 1390 1048">Whilst the 2017 POS Strategy identified POS gaps within the Oats Street Neighbourhood—it did not identify an overall POS supply gap affecting the subject site as it is located within the walkable catchment of two existing local parks. However, it did identify a shortfall in access to neighbourhood parks—being parks of 1-4 hectares. However—it must be noted that this shortfall is only a analytic study for the purpose of identifying areas requiring future POS provision of a certain quality—but it is not a basis on which to deny or prevent redevelopment.</p>  <p data-bbox="604 1429 1262 1458">Figure 17: Extract from the 2017 POS Strategy showing POS Supply Gaps</p> <p data-bbox="604 1496 1390 1554">The strategic context for this area makes it clear that there are two clear candidates for the future expansion of POS. These are as follows:</p> <ul data-bbox="651 1574 1347 1637" style="list-style-type: none"> • The re-engineering of an existing drainage sump; and • The provision of POS through the level crossing removal program. <p data-bbox="604 1666 900 1695">These are detailed as follows:</p> <p data-bbox="604 1715 927 1744">Forward Street drainage sump</p> <p data-bbox="604 1765 1390 1883">The POS Strategy recommends investigating the potential for re-use and development of drainage sumps and creating new parks in future redevelopment plans for the Oats Street Station Neighbourhood. This is reiterated by the draft Strategy.</p> <p data-bbox="604 1912 1390 2027">We note the presence of a drainage sump in the ownership of WaterCorp at Lots 3 & 4 (21-23) Forward Street. We consider this to be the most obvious candidate for any future plans to increase the level of POS provision within the Oats Street Neighbourhood. Moreover, the proximity of the drainage sump to largely under-</p>

Neighbourhood objectives

Assessment

developed land to the south (currently containing car parking)—points to an obvious area that the Town may seek to acquire for the purposes of creating an expanded neighbourhood park. Alternatively—the expansion of the park to the north-west would allow for potential linkages to POS provided as part of the level crossing removal program, as detailed below.

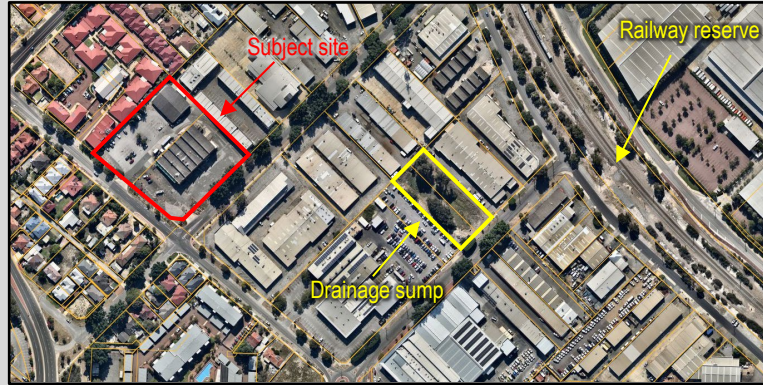


Figure 18: Aerial view of Oats Street Neighbourhood showing drainage sump and railway reserve in relation to the subject site.

POS on Railway land

Through METRONET, the state government is pursuing a program of removing level crossings along the Armadale Line. They have announced that this will take the form of a sky-rail through the Town of Victoria Park, with land beneath the railway opened up as community and POS.

The Town and other stakeholders are opposed to this outcome, and are advocating for an alternative proposal that would involve sinking the railway and building POS over the top.

Given that the level crossing removal is an operational necessity once the frequency of trains increases with the completion of the Thornlie-Cockburn link—there is a high level of certainty that either one of these two outcomes will be delivered, and that both of these outcomes will deliver additional POS within the Oats Street Neighbourhood.

Conclusion

The Town has a strategic objective of increasing POS provision within the Oats Street Neighbourhood. The proposed scheme amendment does not prevent the Town from achieving this objective for the following reasons:

- The subject site has not been identified in any planning document as a likely candidate for acquisition—either directly or indirectly. Nor is it in close proximity to a site that is likely to be a candidate for acquisition.
- The existing POS gaps are capable of being addressed via the re-engineering of the Watercorp drainage sump and the provision of POS as part of METRONET.
- The proposed scheme amendment will not prevent the Town from receiving any contributions towards land acquisition as the Town will have the opportunity to obtain cash-in-lieu of POS as a condition of development or subdivision approval should the Swansea Street site be redeveloped in future.

Given that there is no reason to believe that the subject site would need to cede land, or that it forms part of a future POS acquisition program we recommend that it be supported accordingly.

In light of the above, the proposed scheme amendment is consistent with the objectives of the draft Strategy and warrants the Town’s support accordingly.

Reason 3 – The amendment will not create conflict with surrounding land uses

The subject site shares boundaries with Residential and Industrial zoned properties. Rezoning the subject site to Commercial under the proposed amendment will not create the potential for land use conflict between the subject site and the surrounding land uses. These issues are considered as follows:

Interface with residential land uses

The Swansea Street Markets is an existing, approved retail land use which has been operating alongside the surrounding residential housing for many decades. The proposed amendment will facilitate the retention of the Markets in a ground floor tenancy meaning that the commercial activity taking place on the subject site will remain essential unchanged—albeit with a slight increase in the amount of retail floorspace. Furthermore—future carparking will be retained in an enclosed basement parking structure which will reduce the overall visual and acoustic amenity impacts upon the surrounding residents.

Apartments are a residential use, and their addition to the site is inherently compatible with the surrounding residential area. Although the proposed density represents a substantial increase, this is consistent with both the local strategic framework, and the broader objectives of the planning system. Any potential impacts arising from the built form of the development will be appropriately considered during the detailed development assessment process.

Interface with industrial land uses

The subject site is located on the western-most edge of the industrial area with residential housing on the northern boundary and facing the site to the south and west. The addition of a potential residential land use to the site will—in effect—simply adjust the boundary of the existing industrial area to the east and create a new precinct “edge” between the industrial area and residential land uses.

Pursuant to Precinct Plan 9 of LPS1, land uses within Industrial (1) are required to ensuring that they “*respect the amenity of adjacent residential areas.*” Creating a new precinct edge will not result in any existing industrial zoned site having a new interface with a potential residential land use that did not previously exist, as demonstrated by the following:

- 5 Millford Street will share a western boundary with a residential land use—however it already shares a northern boundary with two residential lots and has been designed as an internalised complex of commercial units.
- 12 Millford Street will be facing residential land uses on the subject site where it was not previously, however it already interfaces with residential housing, including the Lime Apartment complex, on the southern side of Swansea Street.



Figure 19 – View looking south along Swansea Street showing interface between 12 Millford Street to the left and residential housing.

Reason 4 – The amendment will not prejudice the future precinct planning of the Oats Street Station precinct

The draft Local Planning Strategy includes the following action:

- OS.1 Designate the Oats Street Neighbourhood as a Precinct Planning Area. Following sufficient progress on the METRONET Inner Armadale Line Level Crossing Removal project, investigate the long-term future of Industrial land (west of the railway) and opportunities for higher density mixed use development (residential and commercial). Prepare a precinct structure plan to guide future updates to the local planning framework.”*

The designation of the entirety of the Oats Street Neighbourhood as a Precinct Planning Area leaves open the question of the final form and extent that the future precinct plan will take. *State Planning Policy 7.2 – Precinct Planning (SPP7.2)* allows a precinct plan to take the form of either a structure plan, or a local development plan.

Part 2 of the draft Strategy contains a list of considerations that will form part of any future study undertaken as part of the precinct planning process. An assessment of the proposed scheme amendment against these considerations is provided in **Table 5** below to demonstrate that the proposed amendment will not prejudice the outcome of a future precinct planning process:

Table 5 – Comments on draft Strategy precinct planning considerations

Precinct planning study considerations	Comments/response
<ul style="list-style-type: none"> the outcomes of the METRONET Level Crossing Removal project and potential for relocation of Oats Street Train Station; 	<p>Regardless of the outcome of the project, the subject site is appropriately located within the 400m walkable catchment of either location (as described under Reason 2 above). The subject site will be appropriately located to take advantage of public transport services under either scenario and this provides a sound planning rationale for the redevelopment of the site—irrespective of a future precinct planning process.</p>
<ul style="list-style-type: none"> the value or otherwise of designating land in the neighbourhood as an Activity Centre under the SPP4.2 hierarchy and appropriate boundaries to guide changes to the planning framework; 	<p>The review of the status of the activity centre designation under SPP4.2 is not relevant to the redevelopment of the subject site. The Swansea Street Markets site is already functioning as a shop and the redevelopment will maintain the status quo, with a minor increase in the retail floor area.</p> <p>There is no reason that the review of, and potential change in the status of the future Oats Street activity centre under SPP4.2 will change the development outcomes for the subject site, or that the redevelopment in itself has the potential to change the role and function of the surrounding area.</p>
<ul style="list-style-type: none"> the merits of retaining non-retail service commercial and service-light industry activity to provide locally accessible non-retail / service commercial / light industrial goods and services, diversified employment and business opportunities that complement the Town’s predominant retail and entertainment economic base; 	<p>This consideration is not relevant to the subject site which has been used for retail purposes for more than 30 years. The scheme amendment proposes to retain this retail activity with the addition of a residential component. Assessment of the impact of the land use change on the industrial area has considered under Reason 4 above and elsewhere in this report.</p>
<ul style="list-style-type: none"> the potential to transition all or part of the Industrial zone to a mixed commercial and residential area that takes advantage of the larger lot sizes to develop lower-rise, high density residential development and future population increases to support greater 	<p>The strategic framework clearly entertains the transition of at least some of the industrial area towards mixed commercial and residential. The subject site is located at the western-most edge of the industrial area within the walkable catchment of the train station. There would be no valid planning grounds to exclude the subject site from a future mixed-use rezoning in favour of other sites.</p>

Precinct planning study considerations	Comments/response
<p>retail activity either around a new retail centre at the Oats Street Station or the existing St James Town Centre on Albany Highway;</p>	<p>However, in the unlikely event that the precinct planning process determines that the industrial area should be retained—the proposed amendment will provide an appropriate transitional land use between the residential areas and the industrial/commercial area.</p> <p>With respect to the specification in Part 2 of the draft Local Planning Strategy that higher-density residential development should remain “lower-rise”, we consider this phrase to be potentially prejudicial to the outcome of the precinct planning process given that the Oats Street Neighbourhood has the traits and potential characteristics of a medium-rise urban centre which is generally characterised by buildings of approximately 6 storeys—consistent with the scale of the development proposal. It is also at odds with other observations of the Strategy, which notes that the development of the surrounding area with low-rise grouped housing has limited the future prospects of redevelopment to higher densities—whilst the government and development industry is increasingly recognising that low-rise, high density housing is not delivering the private and public amenity sought by the public—particularly with regard to tree retention and expansion of canopy coverage.</p>
<ul style="list-style-type: none"> the need for a transition buffer between sensitive land uses (residential) to the general industry activity in the wider Welshpool industrial area; 	<p>This is a consideration that would apply to any proposal to locate residential land uses further east, closer to Welshpool Road. It does not apply to the subject site which is located further away from the general industrial areas of the Welshpool estate than existing residential developments—including Lime Apartments.</p>
<ul style="list-style-type: none"> the constraint posed by the multiplicity of landowners and smaller lots in residential areas (facilitated by recent subdivision and development to current TPS1 R30 and R40 densities) that are unlikely to be redeveloped in the short to medium term without significant economic incentive, disruption and need for redevelopment coordination; and 	<p>This is a relevant consideration for the precinct planning process—but it should not apply to the subject site or prevent its redevelopment. The subject site is capable of being redeveloped immediately and should not be held back by the need to identify constraints affecting the redevelopment of other sites in the surrounding area.</p>
<ul style="list-style-type: none"> the lack of large residential redevelopment sites to facilitate residential densities envisaged under the Central Sub-Regional Planning Framework with the exception of potential for consideration of mixed residential and community uses at the TAFE and Leisure Life. 	<p>This points to a larger issue that the proposed scheme amendment will go some ways towards addressing. The lack of large redevelopment sites affirms the need for the proposed scheme amendment, which will rezone the Swansea Street Markets and make it capable of redevelopment as a high-density mixed-use development that will substantially contribute towards meeting the residential densities and dwelling targets under the Central Sub-Regional Planning Framework.</p>

In light of the above table, the proposed scheme amendment is not considered to be prejudicial to the future precinct planning process and warrant the Town’s support accordingly.

7 Conclusion

The proposal to amend LPS1 to rezone the subject site to Commercial (RAC-3) is justified and appropriate. The proposed amendment warrants initiation for the following key reasons:

1. The project will create an iconic and memorable development in a key location within the Oats Street train station catchment, delivering a key land use planning objective of the State Government’s METRONET initiative.
2. The proposed amendment exhibits strong planning merit, being consistent with the relevant state and local strategic planning objectives. The amendment facilitates a development which will respond strongly to the site’s unique characteristics as well as its historical context by facilitating the redevelopment and retention of the Swansea Street Markets.
3. The retention of the Swansea Street Markets at this location is made possible by the provision of larger and more contemporary retail facilities within a mixed-use development which will contribute towards an improved revitalised, active and vibrant streetscape.
4. The amendment will not introduce land use conflict between the subject site and surrounding residential and industrial or commercial land uses and instead creates a new “edge” to the industrial area by providing an appropriate transitional land use between the two precincts.
5. The amendment is consistent with the strategic planning framework, specifically the objectives of the Central Sub-Regional Framework and the draft Local Planning Strategy, which in turn builds upon a series of local strategic planning documents that have consistently promoted an outcome for the subject site similar to this proposal.
6. The proposed scheme amendment does not prejudice the outcomes of a future detailed precinct planning process for the Oats Street Neighbourhood, as the relevant considerations to be investigated are not applicable to the subject site or are capable of being addressed through the development application process.

Based on the above, the support of the Town of Victoria Park and the Western Australian Planning Commission is respectfully requested to progress this request as a ‘Standard Amendment’ pursuant to the *Planning and Development (Local Planning Schemes) Regulations 2015*.

**Appendix 1:
Certificate of Title**

WESTERN



AUSTRALIA

REGISTER NUMBER 21/D30810	
DUPLICATE EDITION 6	DATE DUPLICATE ISSUED 3/8/2015

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

VOLUME **1300** FOLIO **904**

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 21 ON DIAGRAM 30810

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

CRYSTAL PSALTIS OF 143 THE BOULEVARDE, FLOREAT
AS EXECUTOR OF THE WILL OF CON PSALTIS WHO DIED ON
24.11.2006. IN 1/6 SHARE
CRYSTAL PSALTIS OF 143 THE BOULEVARDE, FLOREAT
IN 1/6 SHARE
KARRAWA NOMINEES PTY LTD OF LEVEL 2, 20 KINGS PARK ROAD, WEST PERTH
IN 2/6 SHARE
A & Y PSALTIS PTY LTD OF 4 HIBISCUS COURT, CHURCHLANDS
IN 1/6 SHARE
UTAH HOLDINGS PTY LTD OF 32 DEERPARK GARDENS, WATERFORD
IN 1/6 SHARE
AS TENANTS IN COMMON

(T N052895) REGISTERED 3/7/2015

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 1300-904 (21/D30810)
PREVIOUS TITLE: 1300-902
PROPERTY STREET ADDRESS: 176 SWANSEA ST EAST, EAST VICTORIA PARK.
LOCAL GOVERNMENT AUTHORITY: TOWN OF VICTORIA PARK

END OF PAGE 1 - CONTINUED OVER

RECORD OF CERTIFICATE OF TITLE

REGISTER NUMBER: 21/D30810

VOLUME/FOLIO: 1300-904

PAGE 2

NOTE 1: I046026 DEPOSITED PLAN 31066 LODGED.

WESTERN



AUSTRALIA

REGISTER NUMBER 20/D30810	
DUPLICATE EDITION 7	DATE DUPLICATE ISSUED 28/7/2016

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

VOLUME **1768** FOLIO **380**

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 20 ON DIAGRAM 30810

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

ARTHUR NICHOLAS PSALTIS OF 4 HIBISCUS COURT CHURCHLANDS WA 6018
IN 6/96 SHARE

MARCELLE SARATSIS OF 32 DEERPARK GARDENS WATERFORD WA 6152
IN 6/96 SHARE

CRYSTAL PSALTIS OF 143 THE BOULEVARD FLOREAT WA 6014
AS EXECUTOR OF THE WILL OF CON PSALTIS WHO DIED ON
24.11.2006. IN 16/96 SHARE

CRYSTAL PSALTIS OF 143 THE BOULEVARD FLOREAT WA 6014
IN 16/96 SHARE

KARRAWA NOMINEES PTY LTD OF LEVEL 2 20 KINGS PARK ROAD WEST PERTH WA 6005
IN 32/96 SHARE

A & Y PSALTIS PTY LTD OF 4 HIBISCUS COURT CHURCHLANDS WA 6018
IN 10/96 SHARE

UTAH HOLDINGS PTY LTD OF 32 DEERPARK GARDENS WATERFORD WA 6152
IN 10/96 SHARE
AS TENANTS IN COMMON

(T N248464) REGISTERED 10/2/2016

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 1768-380 (20/D30810)

END OF PAGE 1 - CONTINUED OVER

RECORD OF CERTIFICATE OF TITLE

REGISTER NUMBER: 20/D30810

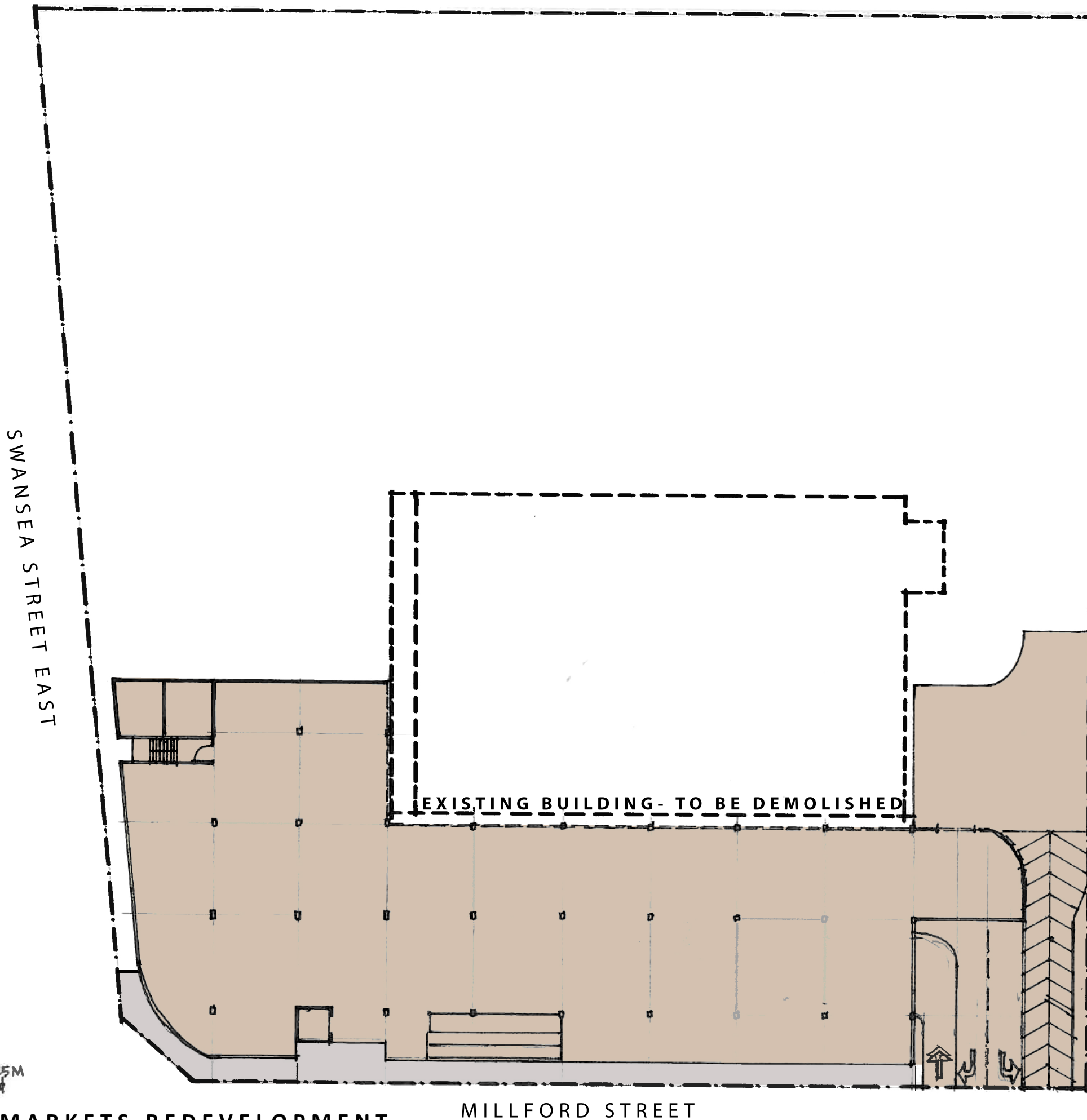
VOLUME/FOLIO: 1768-380

PAGE 2

PREVIOUS TITLE: 1300-903
PROPERTY STREET ADDRESS: 178 SWANSEA ST EAST, EAST VICTORIA PARK.
LOCAL GOVERNMENT AUTHORITY: TOWN OF VICTORIA PARK

NOTE 1: I046026 DEPOSITED PLAN 31066 LODGED.
NOTE 2: O099359 CAVEAT H831949 LAPSED BY O099359. (SEE ALSO TRANSFER N52895)

Appendix 2: Development Concept Plans



- STAGE 1
- STAGE 2
- STAGE 3
- STAGE 4
- STAGE 5

SWANSEA STREET EAST

EXISTING BUILDING - TO BE DEMOLISHED

MILLFORD STREET

LEVEL 2 FLOOR PLAN



SWANSEA STREET MARKETS REDEVELOPMENT



Nicheliving

ZUIDEVELD MARCHANT HUR
ARCHITECTURE PLANNING INTERIOR DESIGN



- STAGE 1
- STAGE 2
- STAGE 3
- STAGE 4
- STAGE 5

SWANSEA STREET EAST

LANDSCAPED DECK

LANDSCAPED DECK

MILLFORD STREET

LEVEL 4 FLOOR PLAN



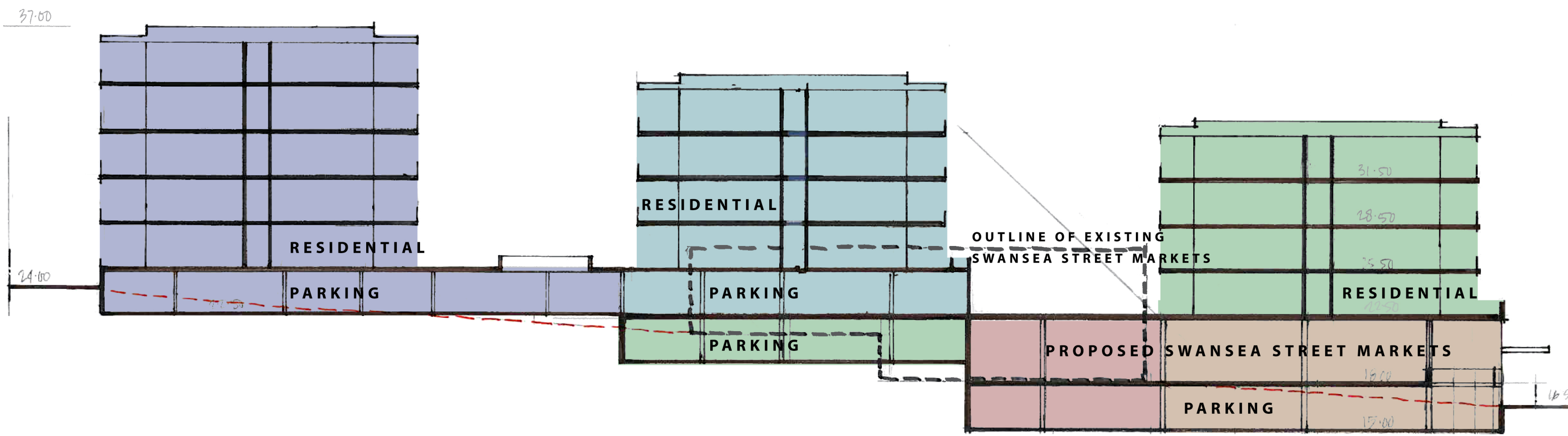
SWANSEA STREET MARKETS REDEVELOPMENT



Nicheliving

ZUIDEVELD MERCHANT HUR
ARCHITECTURE PLANNING INTERIOR DESIGN

- STAGE 1
- STAGE 2
- STAGE 3
- STAGE 4
- STAGE 5



DIAGRAMMATIC SECTION THROUGH THE SITE

SWANSEA STREET MARKETS REDEVELOPMENT

176-178 SWANSEA STREET EAST, EAST VICTORIA PARK

Nicheliving

ZUIDEVELD MARCHANT HUR
ARCHITECTURE PLANNING INTERIOR DESIGN

64 FITZGERALD STREET
NORTHBRIDGE WA 6003
T 61 8 9227 0900

PROJECT NO. PXXXX
DATE 10.03.2021
REVISION

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