

Local Planning Strategy **DRAFT**

APRIL 2020



TOWN OF
VICTORIA PARK



PART B

Precinct Planning



Introduction

The Town has been divided into Precincts to assess the need for updates to the planning framework, especially to address the State Government's proposals for urban consolidation (ie. more housing and greater diversity of housing) outlined in the *Central Sub-Regional Planning Framework* (WAPC, 2018).

The Local Planning Strategy Precinct boundaries encompass areas with a common character, identity and land use activity. This enables uniform recommendations for updates the future planning framework, including zones, reserves and development requirement in the new *Local Planning Scheme No.2* and other statutory planning instruments.

While there is considerable alignment between the Local Planning Strategy Precincts and the existing *Town Planning Scheme No.1 Precinct Plan* areas there has been some refinement of boundaries. This has been to account for areas undergoing change and redevelopment, for example, around Carlisle and Oat Street stations, or refinement to align with the Residential Character Area. The Local Planning Strategy boundaries may inform 'precinct' areas in the new *Local Planning Scheme No.2*, where required.

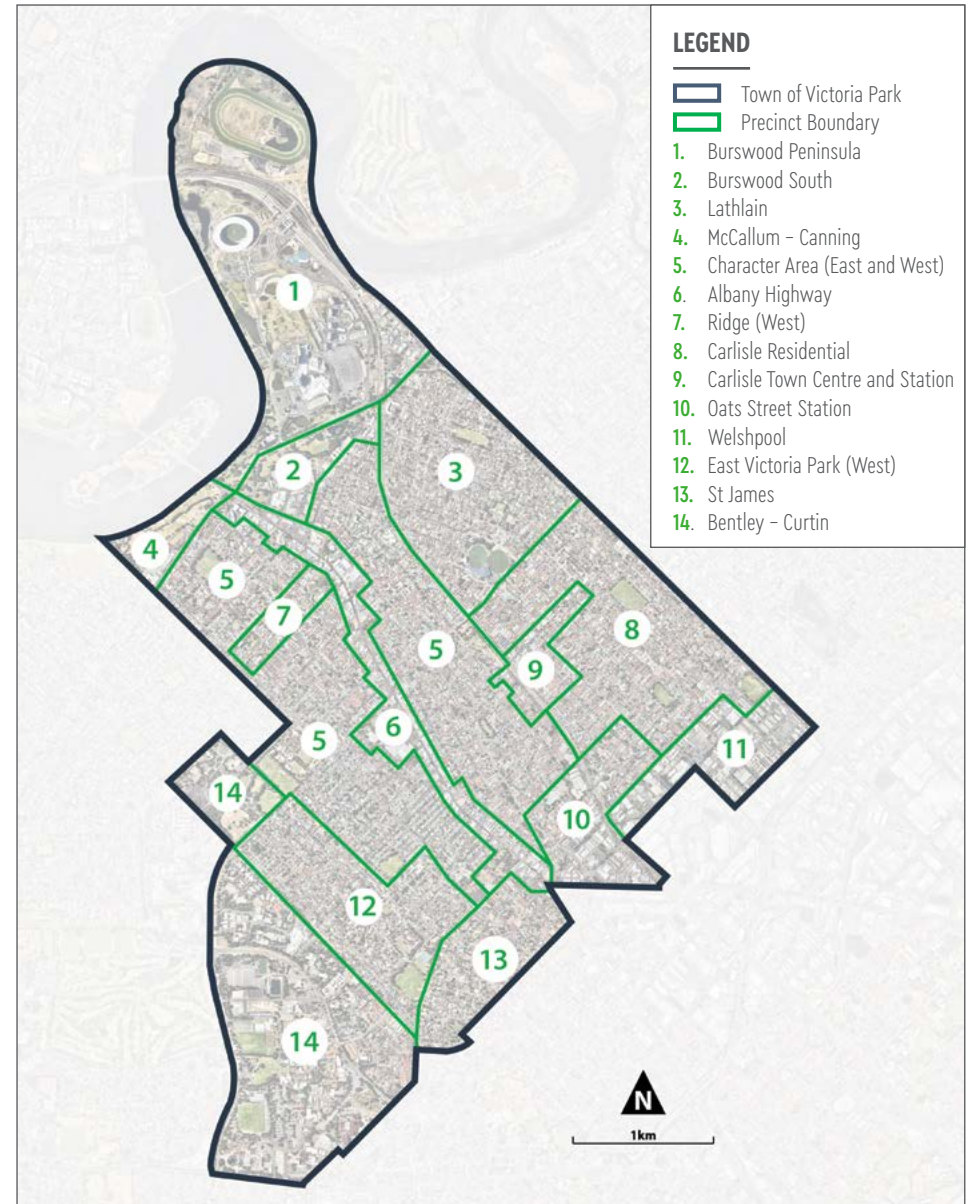


Figure - LPS Precincts

9. Burswood Peninsula

The Burswood Peninsula Precinct is the entertainment hub of the Town of Victoria Park, home to some of the State's biggest tourist attractions, including Crown Perth, Optus Stadium, Belmont Park Racecourse and the State Tennis Centre. Surrounded by parkland, the Peninsula is just three kilometres from the CBD and connected to East Perth by Matagarup Bridge. The long term vision for Burswood Peninsula is to create an attractive, vibrant and sustainable urban setting, with a diverse mix of housing, recreation, entertainment, tourism and employment opportunities.¹



Figure 9.1 – Burswood Peninsula LPS Precinct

1. WA Planning Commission, *Burswood Peninsula District Structure Plan*, 2015

Current Planning Framework

The planning, subdivision and development of land within the Precinct is guided by multiple State government strategies and policies. The key documents are outlined below and the Town of Victoria Park must address these through the review and update to the Local Planning Framework.

STATE GOVERNMENT

Perth and Peel@3.5million Central Sub-Regional Planning Framework (WAPC, 2018)

The State Government's metropolitan planning strategy, *Perth and Peel@3.5million Central Sub-Regional Planning Framework*, designates the Burswood Peninsula as an Activity Centre and Redevelopment Area (areas under separate planning authority). The *Central Planning Framework* seeks to optimise the use of land in these locations close to existing public transport infrastructure through targeted increases in the density and diversity of housing, business activity, jobs and community activities, where appropriate.

Casino (Burswood Island) Agreement Act 1985

A large part of the Peninsula falls under the *Casino (Burswood Island) Agreement Act 1985* administered by the Burswood Parks Board. The Agreement Act created a "Site" (Crown Casino Complex) and a "Resort Site" (former Burswood Park Golf Course), State Tennis Centre, public parkland and car parks. The Town's Town Planning Scheme No.1 does not apply to the "Resort Lands" area and the Minister for Racing and Gaming is the responsible planning authority.

State Planning Policy 4.2 Activity Centres for Perth and Peel (WAPC 2010)

This Policy guides the size, mix of commercial activity, density of housing, built form and urban design of Activity Centres according to a hierarchy of centres of varying sizes and functions. SPP 4.2 currently designates the Burswood Peninsula as District Centre.

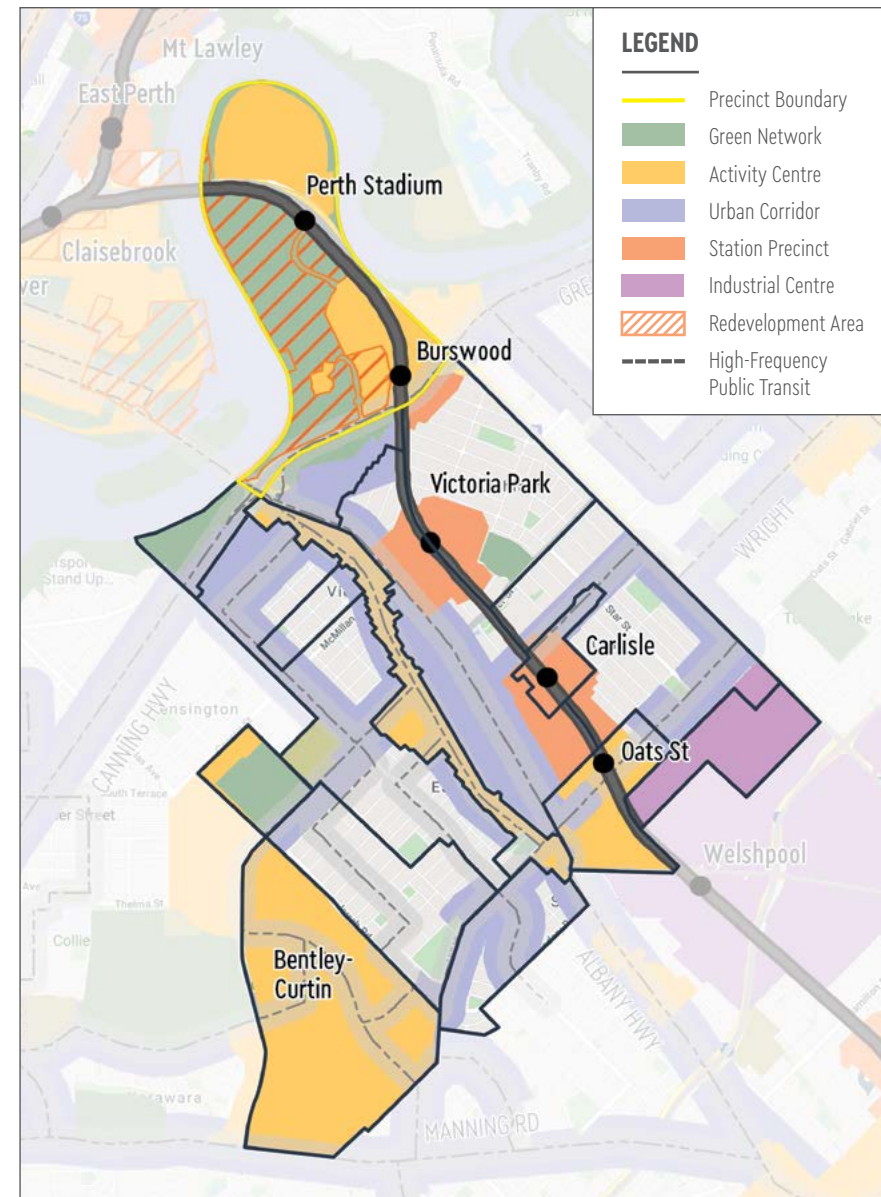
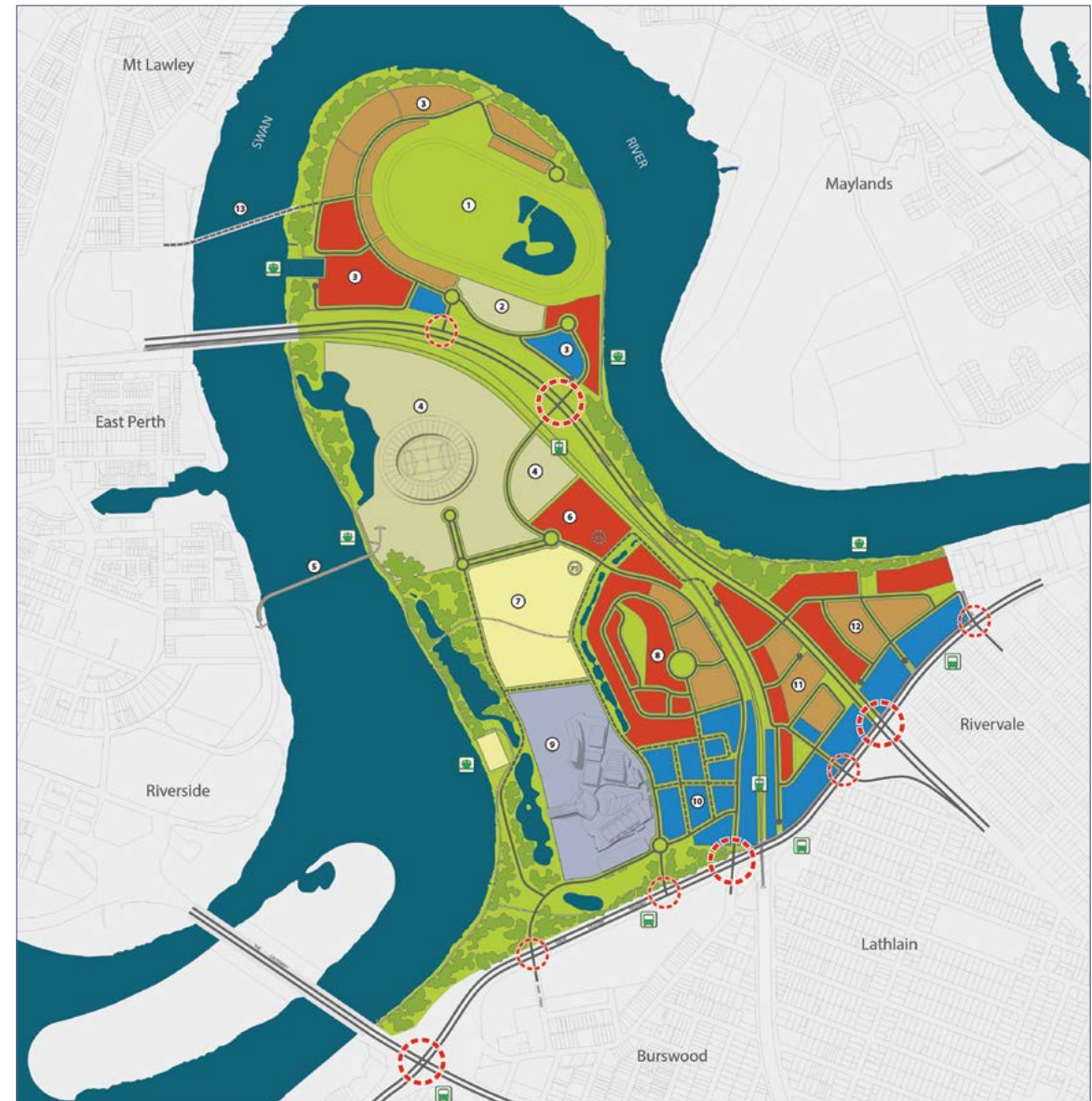
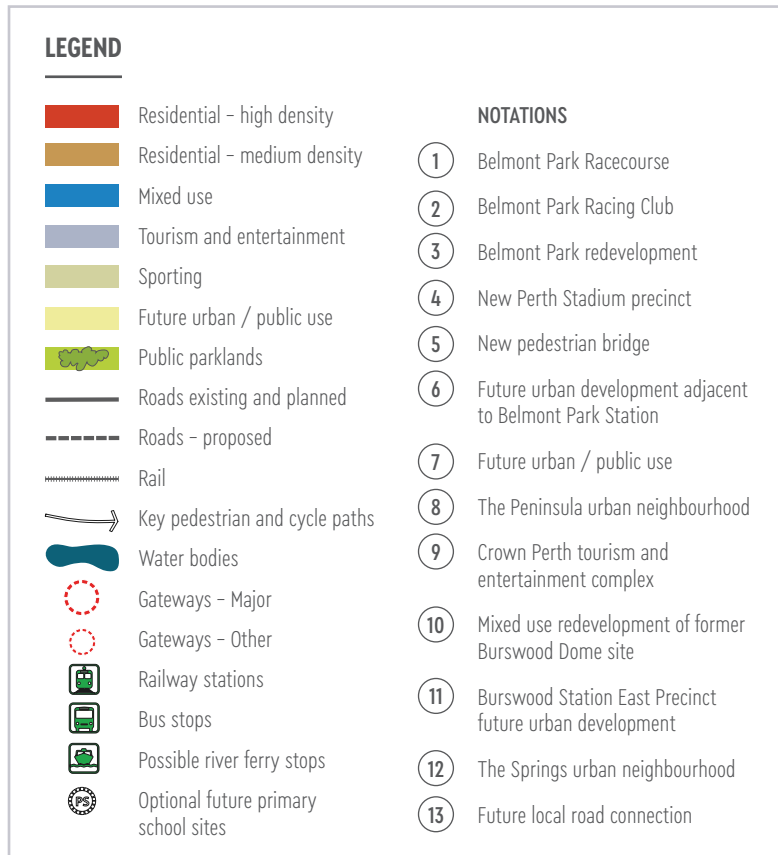


Figure 9.2 – Central Sub-Regional Planning Framework (WAPC, 2018)

Burswood Peninsula District Structure Plan (WAPC, 2015)

The District Structure Plan provides the strategic framework for the planning, assessment, coordination and implementation of detailed planning and major proposals across nine precincts to collectively deliver around 12,500 dwellings (20,000 residents), and 63,000 sqm of retail floor space and 255,000 sqm of office space (including the Springs in City of Belmont). The Plan incorporates earlier local structure planning for the *Belmont Park Racecourse Redevelopment Structure Plan 2013* and the *Burswood Lakes Structure Plan 2003* (since amended in 2016).

Figure 9.3 – Burswood Peninsula District Structure Plan (WAPC, 2015)



TOWN OF VICTORIA PARK

The Town of Victoria Park has adopted a number of Informing Strategies that must be addressed through the Local Planning Framework. This section provides an outline of the key documents and a description of the current Town Planning Scheme No.1 planning controls for the Precinct which are under review through the *Local Planning Strategy*.

Economic Development Strategy Pathways to Growth 2018–2023

The Town's *Economic Development Strategy* recognises the potential of the Burswood Peninsula as a counterbalance to the Perth Central area as a regional destination and place for entertainment, sport, international and local tourism and inner city living. The Strategy proposes the creation of a digitally connected innovation district at Burswood Peninsula to attract businesses and industries working in the digital economy and creative industries (Action 4.2). Knowledge-based industry is considered a key driver of economic prosperity and the backbone of the 'new economy'. The Strategy outlines key actions around:

- developing a strategic and collaborative approach to knowledge-based industry development,
- facilitating access to affordable and innovative spaces for meeting and creating, business incubators and affordable start-up space;
- attracting investment by proactively creating the right conditions; and
- ensuring the Town's regulatory framework remains best practice.

Draft Activity Centre Strategy (Planwest, 2017)

The *draft Activity Centre Strategy* assessed the viability of proposals for 59,000 sqm of retail floor space at Burswood and concluded there may be difficult to attract sufficient trade to support this much floor space, and if it were developed, there may be negative impacts on Albany Highway retail performance. The Strategy recommends modifying the amount of retail at Burswood to between 15-20,000 sqm and to assess the impact of applications over 5,000 sqm. The Strategy also recommended changing the activity centre designation of Burswood from District Centre to Specialist Centre to reflect its regional function and infrastructure needs.

Town Planning Scheme No.1 and TPS Precinct Plan

The current Town Planning Scheme zones and key planning controls under review in the *Local Planning Strategy* are shown in Figure 4 and outlined below. The TPS No.1 zones, Special Control Area overlays and *TPS Precinct Plan P1 Burswood Peninsula* trigger and guide the preparation of local structure plans and local development plans for Belmont Park and Burswood Lakes sub-precincts (described below) which outline urban structure, land use and density, built form and open space and environmental management.

The Burswood Station East sub-precinct is currently subject to a proposed amendment to TPS No.1 to introduce an updated set of planning objectives in *TPS Precinct Plan P2 Burswood* and a new Local Planning Policy 40 to guide land use, density, built form and public realm improvements and funding to achieve the vision for transformation of the sub-precinct.

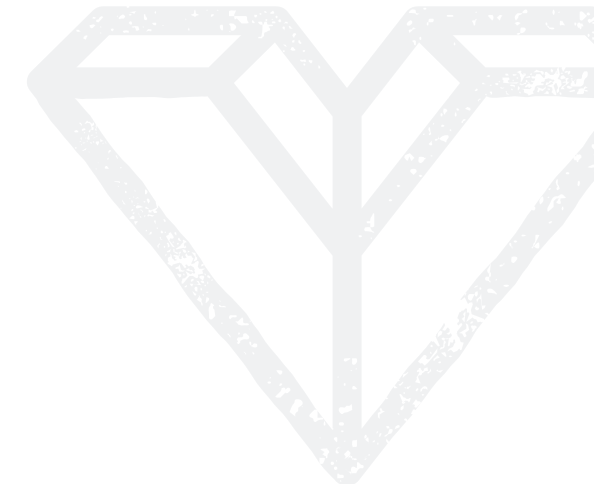
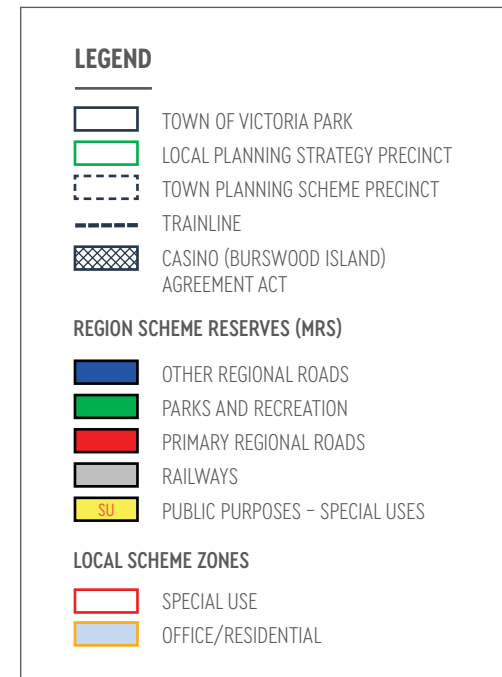




Figure 9.4 - Town Planning Scheme No.1 Zoning

Note - The Precinct also contains extensive Metropolitan Region Scheme (MRS) Parks and Recreation Reserves around the River foreshore the responsible planning authority is the WA Planning Commission.



Local Structure Plans

Several structure plans have been approved under TPS No.1 that prescribe land use and development requirements:

- *Burswood Lakes Structure Plan (2003)* – provides for high density apartments (1,250 dwellings) and small-scale commercial uses, was recently amended to increase density (additional 293 dwellings, 208 hotel units), height and land use permissibility.
- *Belmont Park Racecourse Redevelopment Structure Plan (2013)* – guides development of new horse racing facilities and surplus land around the racetrack to provide a mix of residential (4,500 dwellings), commercial across two activity centres (31,000 sqm retail, 60,000 sqm commercial), recreation areas and a marina. The Plan contains guiding objectives and principles, prescribes land use permissibility and development requirements to be achieved through subsequent Local Development Plans, subdivision and development. The Plan describes approvals required by other authorities, service and infrastructure requirements and triggers, management plans.
- Belmont Park Racecourse Precinct C Local Development Plan (Hames Sharley for Perth Racing, Jan 2017) – prescribes detailed site planning and built form requirements to guide the assessment of subsequent development applications for redevelopment of racing and ancillary facilities. The Plan provides for grandstand redevelopment, reception centre, iconic community facility (4,100 sqm), retail (max 500 sqm), office/business services uses.
- Belmont Park Precinct D Detailed Area Plan (Hassel prepared for Golden River Developments WA Pty Ltd, 2017) – prescribes detailed planning for a transit-orientated mixed use precinct containing offices, high density residential, retail, communal and public open space areas and facilities and community facility space.

Existing Character

The outline of the Precinct's existing character provides context for discussion of opportunities and challenges and *Local Planning Strategy* recommendations for the future Local Planning Framework.

Urban Structure and Movement Networks

The Graham Farmer Freeway and railway line divides the Burswood Peninsula into three distinctive places but provides regional accessibility. Urban form in the Burswood Entertainment and Stadium area is dominated by the expanse and bulk of the major facilities surrounded by open space, a linear foreshore reserve and pathways, vehicle movement channelled along perimeter roads, and a relatively contained high-rise/low-rise residential neighbourhood with inward open spaces.

Belmont Park is dominated by the presence of the racecourse and future urban form will be characterised by compact residential neighbourhoods of high and medium rise apartments surrounded by open space and minimal road networks to maximise development space.

Burswood Station East is characterised by mostly low-scale, older industrial-commercial buildings, although new apartments are emerging as well as adaptive re-use of some buildings. The original grid street network has been truncated by Freeway construction and there is limited external vehicle connection. Street blocks are mostly uniform, some with rear laneways.

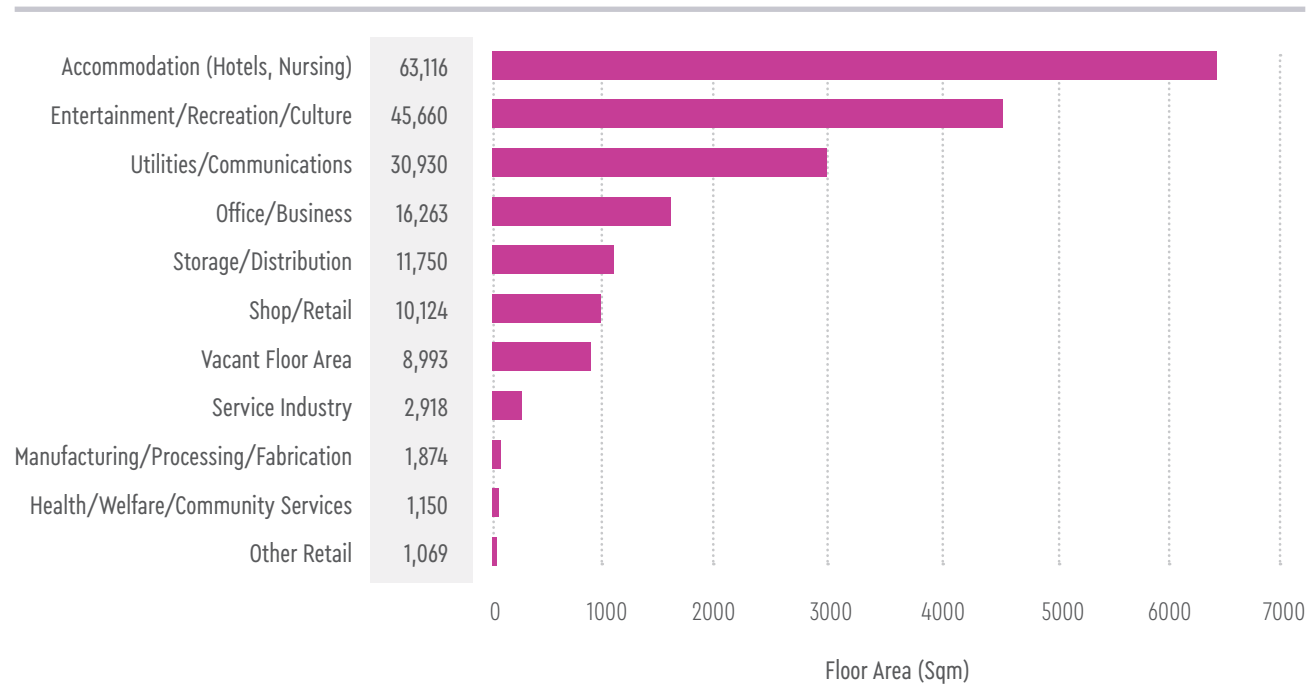
Overall, Burswood Precinct is highly accessible via trains, buses and regional path networks.

Land Use and Built Form

The Precinct contains a mix of sporting, tourism, entertainment and recreational attractions and facilities, hotels, high density apartments and light industrial and service commercial land uses in Burswood Station East which are undergoing transition to residential and commercial land uses.

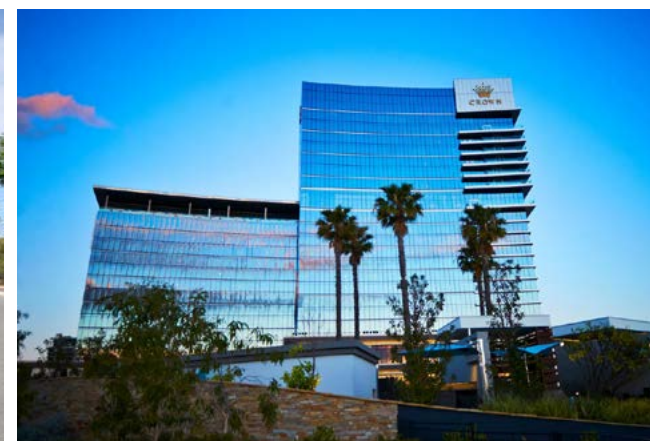
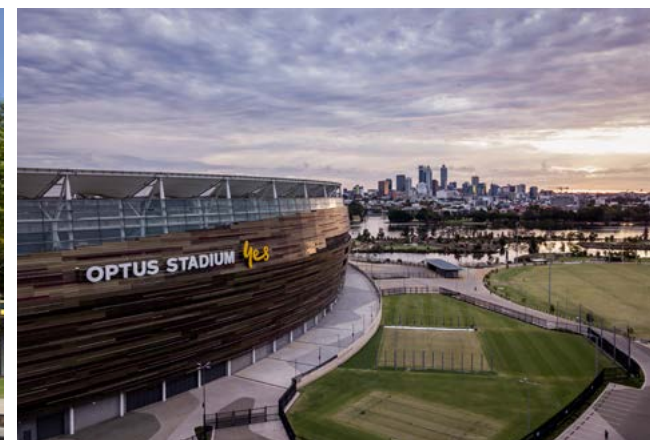
In 2015–17, the State Government's *Survey of Land Use and Employment* identified just under 194,000 sqm of floor space supporting a mix of business activity including 33% of total floor space for accommodation (non-residential) and 24% to entertainment, recreation and culture.

Figure 9.5 – Types of Land Uses by Floor Space Area (minus residential) (Source: DPLH, 2017)



Landscape and Public Realm

There is a large network of open spaces from south of the casino, west along the river foreshore and north to the stadium that provide a mix of spaces for open car parking, recreation, movement, water management and foreshore protection with a mix of manicured parks and casual spaces. Canopy coverage is limited and riverbanks are slowly being repaired to a more natural state. Burswood Station East has a small central park and patchy cover of canopy with some mature trees. The public realm reflects past industrial standards and a sense of disrepair but will be improved through future plans.



Burswood Peninsula provides a diversity of places for living, working and entertainment. Development in the precinct will provide the majority of the Town's future population growth, and demonstrate excellence in built form and urban design. Transition of Burswood Station East to an eclectic mixed-use precinct will offer a unique 'industrial chic' experience, rarely found in the Perth metropolitan region.

Opportunities and Challenges

This section discusses the key planning opportunities and challenges addressed by the *Local Planning Strategy* and recommendations for the future Local Planning Framework, including the new *Local Planning Scheme No.2* zones, reserves and planning controls where relevant.

Addressing Outstanding District Planning Issues

Burswood Peninsula has undergone a significant transformation over recent decades and will continue to grow and evolve over the next 20 years and beyond. The *District Structure Plan* has provided a coherent strategic planning framework to-date. However, it would be timely to review and update the District Plan to recalibrate the strategic framework in light of development progress and address a number of outstanding issues essential to forward planning and the creation of a successful and vital place. The following provides an outline of each issue.

Sustainability of Activity Centres and Retail Floor Space

The Town's *draft Activity Centres Strategy* raised serious concerns regarding the sustainability of developing a total of 59,000 sqm retail floor space and 225,000 sqm commercial floor space across various sub-precincts within the Peninsula as outlined in the *District Structure Plan*. The *Strategy* highlighted potential risks and impacts including:

- the potential lack of trade generated from forecast resident and visitor populations to sustain the extent of retail floor space, particularly if the majority of retail is developed in a shopping centre format in the future Belmont Park activity centre;
- the potential for an adverse impact on the performance of Albany Highway activity centre.

The *draft Strategy* recommended revising the total retail floor space across the Peninsula to between 15,000 and 20,000 sqm and requiring Retail Sustainable Assessments for development applications over 5,000 sqm to provide an independent and critical assessment of potential impacts. The *Strategy* did not offer any recommendations regarding the management of commercial floor space.

The Economic and Activity Centres Chapter more broadly outlines the threats and impacts the Town, and other inner city local governments, are facing from recent expansions of retail floor space in higher order activity centres and the emergence

of 'super-regional' centres such as Carousel. The current issues playing out in the Perth Central Area and the difficulties in attracting customers trade beyond that generated from local residents and workers, highlights the precarious nature of retailing, the inter-dependence between centres in the hierarchy. While the Town supports the development of retail and commercial facilities to attract visitors to the Peninsula and create diverse business and employment opportunities, the role and sizes of centres on the Peninsula must complement and enhance the Town's whole hierarchy of activity centres and not contribute an additional threat to an already sensitive balance.

Activity Centre Designation

The *draft Activity Centres Strategy* recommends reclassifying the Burswood Peninsula from District Centre to Specialised Centre under *State Planning Policy 4.2 Activity Centres* to reflect its regionally significant specialised functions and specialised needs for social, economic and physical infrastructure. It may also be prudent to designate local neighbourhood centres as an 'overlay' to the Specialised Centre designation to ensure local community needs are not overshadowed or compromised.

Planning for Community Facilities and Primary School

A preliminary assessment of facility needs was undertaken during the preparation of the *District Structure Plan* which identified two potential locations for a primary school in Stadium South or Belmont Park, but acknowledge the need for more comprehensive facilities planning. The Burswood Water Sports Centre supports several associations but is not available for general community use. The Belmont Park structure plan includes future provision of a recreational / sporting facility adjacent to the racecourse (Precinct C) and there have been various proposals for a community space in other locations (northern boundary and Precinct D on eastern boundary). The Burswood Parks Board has also commenced a Burswood Park masterplan to create new community and event spaces along the western flank of the Peninsula.

The Peninsula presents a somewhat unique context for community facilities planning given its dual role in catering for regional-scale tourism and recreational needs but needing to cater for local residential communities. The planning and delivery of community infrastructure provides an opportunity to create a local sense of community and cohesion, particularly given the high-rise and higher density character of the built form and the intensity of regional-scale activity. The most pressing priority is the planning to secure the provision of primary

education services, specifically by the identification of a suitable location and site requirements that could be delivered via local structure planning.

The Town is reviewing its draft Social Infrastructure Plan (2017) in 2020 and this will provide a strategic framework for future community, recreational and social needs but is likely to require specific interpretation at the local level through detailed strategies and specific sites for community infrastructure across the Peninsula. Until a revised Plan is adopted, the Town will consider proposals on a case-by-case basis.

Concept Planning for Burswood Station West

The recent changes to the Burswood Lakes Structure Plan (increased density and potential for hotel and serviced apartments) were considered premature and ad hoc in the absence of a resolved plan for the Burswood East sub-precinct. The Burswood East sub-precinct occupies a significant and strategic location and will play a critical role in knitting the whole area together and maximising the role of the Burswood train station.

Transitioning Structure Plan Areas into Local Planning Scheme No.2

With the introduction of Model Scheme Text zones and Deemed Provisions for Structure Plans and Local Development Plans in the *2015 Planning Regulations*, there is a need to consider how the existing approved Structure Plans and Local Development Plans will be transitioned into the new *Local Planning Scheme No.2* in terms of:

- the most suitable Model Scheme Text zone; and
- which Structure Plan / Local Development Plan provisions may warrant inclusion in LPS No.2, to give them the 'force and effect of the Scheme' and via which Scheme mechanism that conforms with the Model Scheme Text.

In addition, with the introduction of the State Planning Policy 7.3 'Apartment Codes' there is a need to ensure consistency with the new provisions for higher density development. This work applies to the *Belmont Park Racecourse Structure Plan* and subsequent plans, and the *Burswood Lakes Structure Plan* and subsequent plans, and the Town will undertake this work in consultation with the landowners and the Department for Planning.

Revise the Burswood Lakes Structure Plan

The WA Planning Commission approved an amendment to the *Burswood Lakes Structure Plan* in 2016, which increased residential yields and allows for a hotel and serviced apartments on Lots 9 and 9592 Victoria Park Drive, Burswood. As such,

the Structure Plan requires review to re-confirm infrastructure servicing and road capacity and requirements.

Designation of Special Control Area for Noise in Special Entertainment Precincts

In 2019, the Department for Planning, Lands and Heritage released a draft Position Paper on *Special Entertainment Precincts*. The paper provides guidance to local governments on how to designate and establish of special entertainment precincts in local government scheme provisions, where desirable, and also proposes a set of complimentary amendments to the Noise Regulations. This included designation of a Special Control Area in Schemes, to better manage noise attenuation requirements in buildings (both noise emitters and sensitive land uses). The Town has experienced noise issues relating to the mix of entertainment venues and residential dwellings on the Peninsula but given the presence of areas under the *Casino (Burswood Island) Agreement Act 1985* does not have the ability to designate a Special Control Area. The Town should liaise with the Burswood Parks Board and the Department for Planning, to identify appropriate controls where possible.

In light of the above discussion, the Town would encourage the WA Planning Commission to consider a review of the District Structure Plan to address outstanding issues and provide an updated strategic framework for the Peninsula.



Future Planning Framework

OBJECTIVES

The objectives for the Burswood Peninsula LPS Precinct are:

- 9.1. To support the ongoing development of a regional destination that offers a mix of world-class visitor activities, experiences and accommodation.
- 9.2 To support the development of socially and environmentally sustainable and inclusive higher density, mixed use urban neighbourhoods that reflect the unique context of the Peninsula.
- 9.3 To promote the coordinated and integrated planning and delivery of social, economic and environmental infrastructure across sub-precincts and planning jurisdictions to maximise benefits for current and future generations.

ACTIONS

ACTION	TIMEFRAME
Strategic Planning	
9.1 Liaise with the Department for Planning, Lands and Heritage regarding the potential for a review of the Burswood District Structure Plan and resolution of issues as outlined in this Chapter.	SHORT-TERM
9.2 Liaise with the Department of Education to progress planning for future primary education services and identification of a suitable site for a primary school facility.	SHORT-TERM
9.3 Review the Burswood Lakes Structure Plan in light of recent TPS No.1 amendments.	SHORT-TERM
9.4 Work with the landowners to revise the Belmont Park Racecourse Redevelopment Structure Plan prior to its expiry in October 2025	LONG-TERM
Local Planning Scheme No.2 (LPS No.2) and Local Planning Policies	
9.5 Work with landowners and the Department for Planning, Lands and Heritage to transition the existing planning framework into LPS No.2 by: <ul style="list-style-type: none"> • identifying the most appropriate Model Scheme Text zone and overlays for structure plan areas (such as Urban Development Zone with Special Control Area overlay), identifying development requirements that should be included in LPS No.2 and where required, update structure plans / local development plans to ensure consistency with the Planning Regulations and the Residential Planning Codes (Volumes 1 and 2); and • identifying the most appropriate zone for the Burswood Station East sub-precinct that facilitates redevelopment for medium to high density mixed use. 	SHORT-TERM
9.4 Transition TPS No.1 zones/reserves, R-Code densities, special provisions and development requirements to LPS No.2. Include a new provision in LPS No.2 that requires a Retail Sustainability Assessment for retail proposals over 5,000 sqm.	SHORT-TERM

10. Burswood South

The Burswood South Precinct encompasses the mixed-use area located around Burswood and Teddington Roads between Shepperton Road, Great Eastern Highway, GO Edwards Park and residential character areas to the south.



Figure 10.1 - Burswood South LPS Precinct

Current Planning Framework

The planning, subdivision and development of land within the Precinct is guided by multiple State government strategies and policies. The key documents are outlined below and the Town of Victoria Park must address these through the review and update to the Local Planning Framework.

STATE GOVERNMENT

Perth and Peel @3.5million Central Sub-Regional Planning Framework (WAPC, 2018)

The State Government's metropolitan planning strategy, *Perth and Peel @3.5million Central Sub-Regional Planning Framework*, designates the Precinct as Urban Corridor due to its proximity to Great Eastern Highway and Shepperton Road which are also High Frequency Public Transport Routes. The *Central Framework* seeks to optimise the use of land in these locations close to existing public transport infrastructure through targeted increases in the density and diversity of housing, business activity, jobs and community activities.

TOWN OF VICTORIA PARK

Economic Development Strategy Pathways to Growth 2018–2023 (2019)

Town's *Economic Development Strategy* proposes the creation of a digitally connected innovation district at Burswood Peninsula and Burswood South to attract businesses and industries working in the digital economy and creative industries (Action 4.2). Knowledge-based industry is considered a key driver of economic prosperity and the backbone of the 'new economy'. The Strategy outlines key actions to:

- develop a strategic and collaborative approach to knowledge-based industry development,
- facilitate access to affordable and innovative spaces for meeting and creating, and providing business incubators and affordable start-up space;
- attract investment by proactively creating the right conditions; and
- ensure the Town's regulatory framework remains best practice.

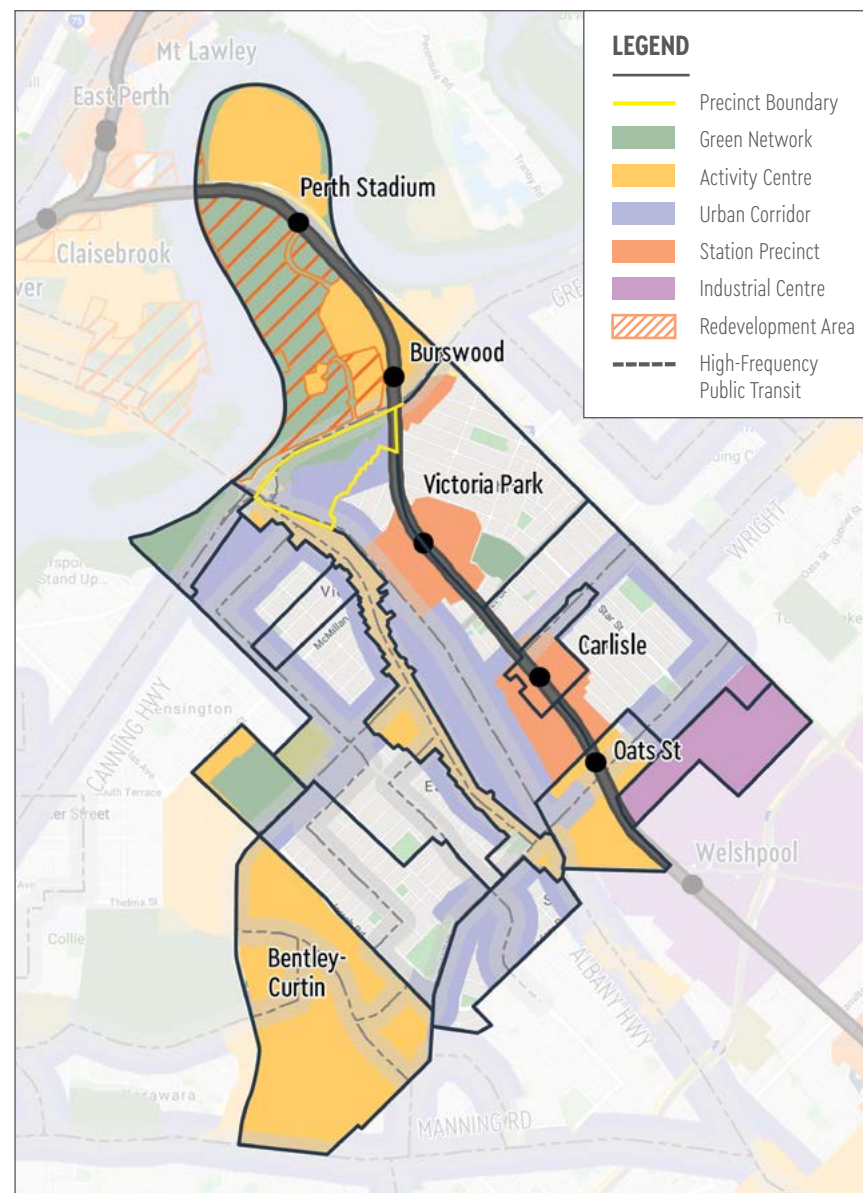


Figure 10.2 – Central Sub-Regional Planning Framework (WAPC, 2018)

Draft Activity Centre Strategy (July 2018)

The Town's *draft Activity Centre Strategy* supported the vision to capitalise on the Precinct's location for more intensive residential and office development according to the current planning framework. The Strategy noted the high vacancy rate as typical of an area under transition, the extent of vehicle sales and the lack of recognition as an activity centre under the *State Planning Policy 4.2 Activity Centres* (SPP 4.2) despite extensive commercial and office floor space. The Strategy recommended progressing redevelopment according to the current planning framework and seeking a District Centre designation under SPP 4.2.

Town Planning Scheme No.1 and TPS Precinct Plans

Place-specific planning controls are contained in TPS No. 1 Precinct Plan P3 Causeway and include a detailed character statement, planning objectives and reference to the development requirements of the R-Codes and any relevant planning policy. A comprehensive set of development requirements are contained in *Local Planning Policy 22 – Development Standards for Causeway Precinct* including land use mix, height, plot ratio, parking and access, setbacks etc.

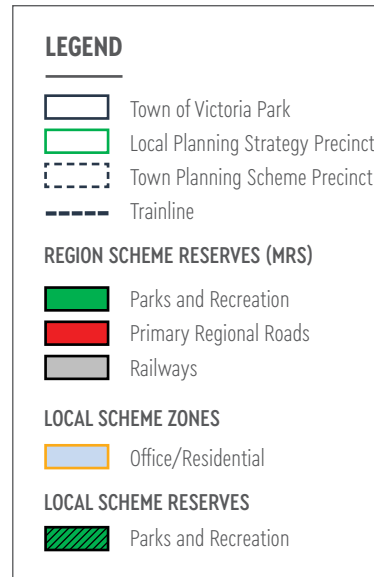


Figure 10.3 – Town Planning Scheme No.1 + Precinct Plan P3 Causeway



Existing Character

The outline of the Precinct's existing character provides context for discussion of opportunities and challenges and Strategy recommendations for the future Local Planning Framework.

Urban Structure and Movement Network

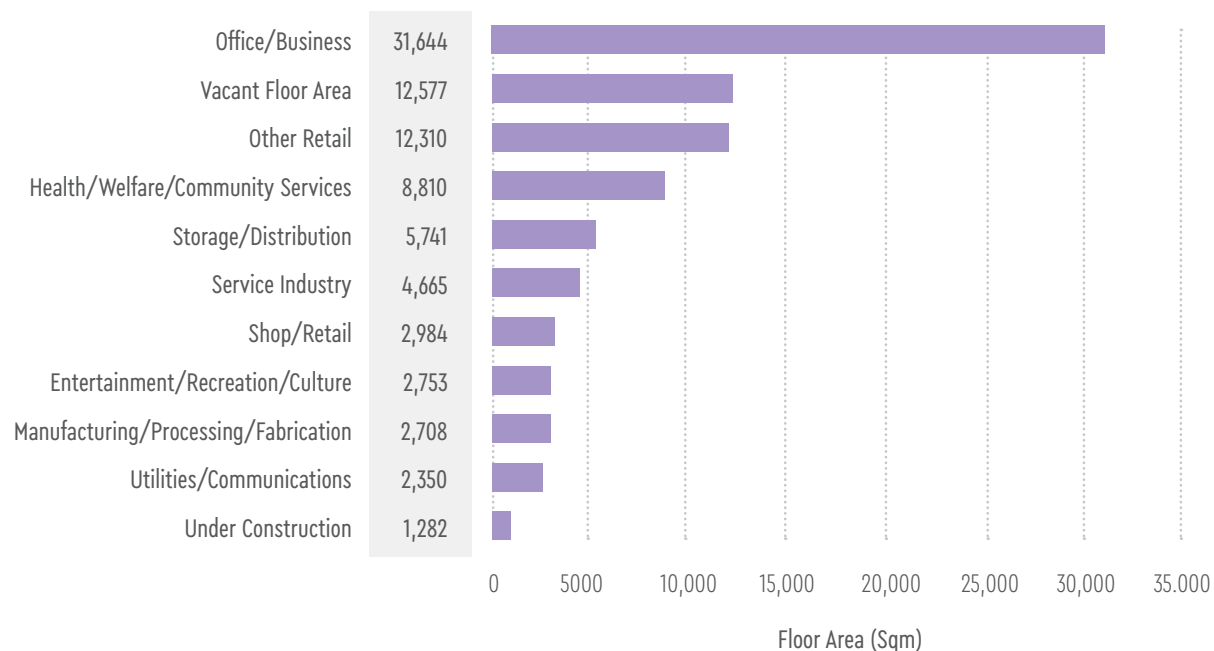
The urban structure of the Burswood South Precinct reflects some of the pattern of the original subdivision from the late 19th Century including an extensive network of ROWs but it mostly reflects, and has been shaped by, the development of GO Edwards Park, the construction of surrounding regional roads, the dominance of the Teddington-Burswood east-west arterial road and increasing traffic volumes accessing the Burswood Peninsula. Most roads have footpaths and GO Edwards Park has a path network on its north and south perimeters. Public transport services are available along Shepperton Road and at Burswood and Victoria Park train stations.

Land Use and Built Form

The Precinct supports a diverse mix of land uses and various building types and ages reflecting its historical service industry / warehousing base. There are a cluster of businesses around the motor vehicle industry, with low-scale offices reminiscent of an earlier period of development and relative affordability.

In 2015–17, the State Government's Survey of Land Use and Employment identified just under 88,000 sqm of floor space supporting a mix of business activity including professional and support services, social and community services, some retailing and service industry (motor vehicles).

Figure 10.4 – Types of Land Uses by Floor Space Area (minus residential) (Source: DPLH, 2017)



Public Realm and Landscape

The public realm is dominated by vehicle movement from through-traffic, on-street parking and business parking at the front and rear of properties. ROWs have some level of activity during the day, but little or no evening activity. Footpaths and verges accommodate pedestrians but are poor quality,

with generally poor street tree canopy, and lack of priority pedestrian crossings. The exception is GO Edwards Park and Patterson Reserve which are relatively tranquil and expansive.



Burwood South offers multiple opportunities for inner city living and growing jobs and businesses. New low-rise apartments will ring the perimeter of the tranquil GO Edwards parklands, while old and new offices will provide for a diversity of large and small businesses.

Opportunities and Challenges

This section discusses the key planning opportunities and challenges addressed by the *Local Planning Strategy* and recommendations for the future Local Planning Framework, including the new *Local Planning Scheme No.2* zones, reserves and planning controls where relevant.

Review of the Planning Framework

The current planning framework for Burswood South resulted from the 2009 Causeway Precinct Review. The aim of the Review was to harness the strategic opportunity afforded by the Precinct's high amenity and inner city location to create a thriving mixed use, office and residential precinct for growth of businesses, jobs and high quality inner city living adjacent to GO Edwards Park.

The Precinct Review Plan was translated into LPP 22 to provide for:

- 1,150 dwellings (2,300 residents) with densities between R60 and R160;
- 87,000 sqm of commercial (office) floor space (3,000 jobs) and 1,400 sqm of supporting retail floor space;
- Building heights generally two to six storeys, with specified sites for higher development at 12 storeys (two sites) and 18 storeys (six sites) to provide a balance between development and impact on adjoining low density residential areas.

The Precinct Review also proposed traffic management and public realm upgrades to stimulate redevelopment. Major upgrades at GO Edwards Park are almost complete and the upgrade of ROW 59 between Burswood Road and the park is scheduled to commence in 2020. A rate-based developer contributions scheme was proposed but never progressed.

The only significant redevelopment since 2009 has been two mixed-use apartment blocks on Burswood Road, with a further under construction. A significant amount of older building stock remains and the Precinct has a relatively high vacancy rate across older and newer spaces. Land uses associated with the motor vehicle trade remain a key features of the Precinct despite provisions introduced into the Scheme in 2009 to encourage redevelopment.

Given the slower than expected rates of development, and the proposal to create a digitally connected and creative innovation district in the Economic Development Strategy, it would be timely to undertake a strategic review of the vision, development opportunities and planning framework for the Precinct. A review should include (but not limited to):

- an assessment of the current physical and economic state of the Precinct and changes since 2009;
- an understanding of current landowner and business operator future intentions, the opportunities and constraints to development, an understanding of the experience of past landowners / developers and of broader market and development industry perceptions;
- an assessment of market demand and positioning, in relation to the site and its locational characteristics and role within the broader network of activity centres, leading to a re-assessment of development potential.

The '2020' Review should make recommendations regarding the vision for the Precinct, any refinements or recalibration of the planning framework (including whether an Activity Centre Plan should be prepared to replace the current LPP), a suitable activity centre designation under the SPP 4.2 activity centre hierarchy, and any catalyst or supporting non-planning strategies and initiatives to stimulate investment and redevelopment (for instance public realm improvements, infrastructure upgrades, and marketing and branding strategies).

Minor Adjustments to Local Planning Policy 22 Development Standards for Causeway Precinct

LPP 22 was written prior to the introduction of the Apartment Codes and should be reviewed to remove any conflicts or inconsistencies where required, including a suitable primary control to guide the calculation of residential dwelling yield equivalent to the R60-R160 provisions.

Future Planning Framework

OBJECTIVES

The objectives for the South Burswood LPS Precinct are:

- 10.1** To maximise business activity, employment and inner city living opportunities within the context of the Town's Economic Development Strategy vision for a digitally connected innovation district and the Precinct's role within the wider network of activity centres across the Town and the sub-region.
- 10.2** To create an identifiable and distinctive urban character reflective of the Precinct's locational amenity, authentic traces of historical character and potential for future innovation.
- 10.3** To prioritise the amenity and quality of the pedestrian experience over the needs of vehicles where possible, and create a legible network of public spaces to provide opportunities for social interaction and networking and a connecting thread between Albany Highway and the Burswood Peninsula.

ACTIONS

ACTION	TIMEFRAME
Strategic Planning	
10.1 Designate the Precinct as a Strategic Investigation Area. Carry out a strategic analysis and review of the planning framework including vision, development potential, refinements to planning requirements and development of planning instruments and other plans, to guide future planning and delivery of supporting urban design, public realm and economic development initiatives.	MEDIUM-TERM
10.2 Liaise with the Department for Planning, Lands and Heritage to identify a suitable activity centre designation as per the SPP 4.2 activity centres hierarchy.	SHORT-TERM
Local Planning Scheme No.2 (LPS No.2) and Local Planning Policies	
10.3 Transition TPS No.1 zones/reserves and development requirements into LPS No.2, and update LPP 22 Development Standards for Causeway Precinct to address residential densities controls.	SHORT-TERM
10.4. Following adoption of a review of the Precinct (refer to 10.1 above), prepare an amendment to LPS No.2 to implement the review findings, where required.	MEDIUM-TERM

11. Albany Highway

The Albany Highway Precinct encompasses the commercial areas running along the length of Albany Highway from Canning Highway in the north to the boundary of the Town in the south, and a strip of Residential zoned land along Hubert Street. The Precinct includes a number of city parks along the length of the Highway including Asquith Reserve, Memorial Park, Reid Park, Isaia Corner, John Macmillan Park and Edward Millen Park.

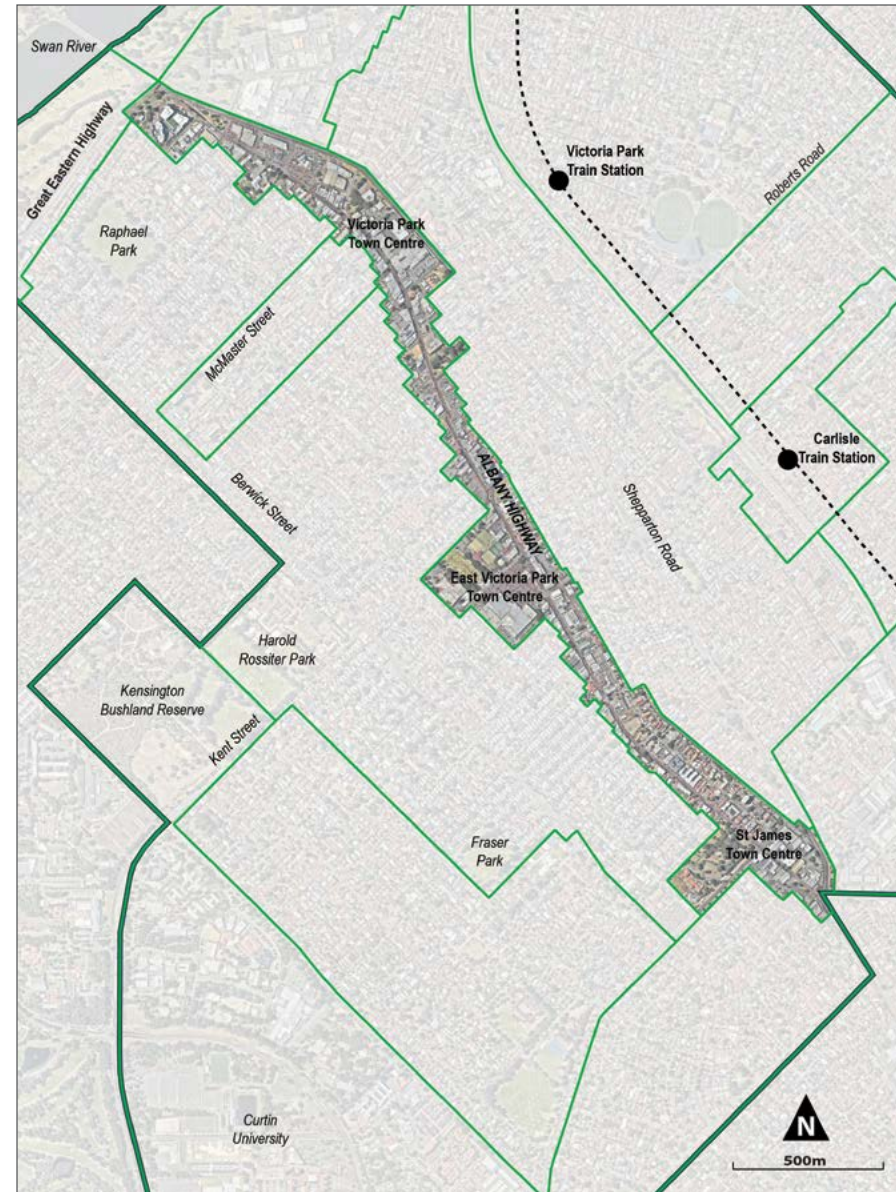


Figure 11.1 – Albany Highway LPS Precinct

Current Planning Framework

The planning, subdivision and development of land within the Precinct is guided by multiple State government strategies and policies. The key documents are outlined below and the Town of Victoria Park must address these through the review and update to the Local Planning Framework.

STATE GOVERNMENT

Perth and Peel@3.5million Central Sub-Regional Planning Framework (WAPC, 2018)

The State Government's metropolitan planning strategy *Perth and Peel @3.5million Central Sub-Regional Planning Framework* designates land along Albany Highway as Activity Centre and Urban Corridor. Activity Centres are a key focal point for commercial and social activity and the delivery of services to residents. They will also be a major driver of new jobs located within communities. Urban Corridors integrate land use with high priority transit routes (all modes of transport not just private vehicles) and connect places of significance. The *Central Framework* seeks to optimise the use of land in these locations close to existing public transport infrastructure through targeted increases in the density and diversity of housing, business activity, jobs and community activities.

State Planning Policy 4.2 Activity Centres for Perth and Peel (WAPC 2010)

This policy guides the size, mix of commercial activity, density of housing, built form and urban design of Activity Centres according to a hierarchy of centres of varying sizes and functions. The Albany Highway centres are designated as a Secondary Centre (Victoria Park) and District Centre (East Victoria Park). Secondary centres are multipurpose, serving a population catchment up to 150,000 persons and supporting densities between 25–35 dwellings per hectare (gross). District centres focus on servicing the daily and weekly needs, have a greater local community focus, and support densities between 20–30 dwellings per hectare (gross). SPP 4.2 specifies the need to prepare activity centre structure plans for strategic metropolitan, secondary, district and specialised centres.

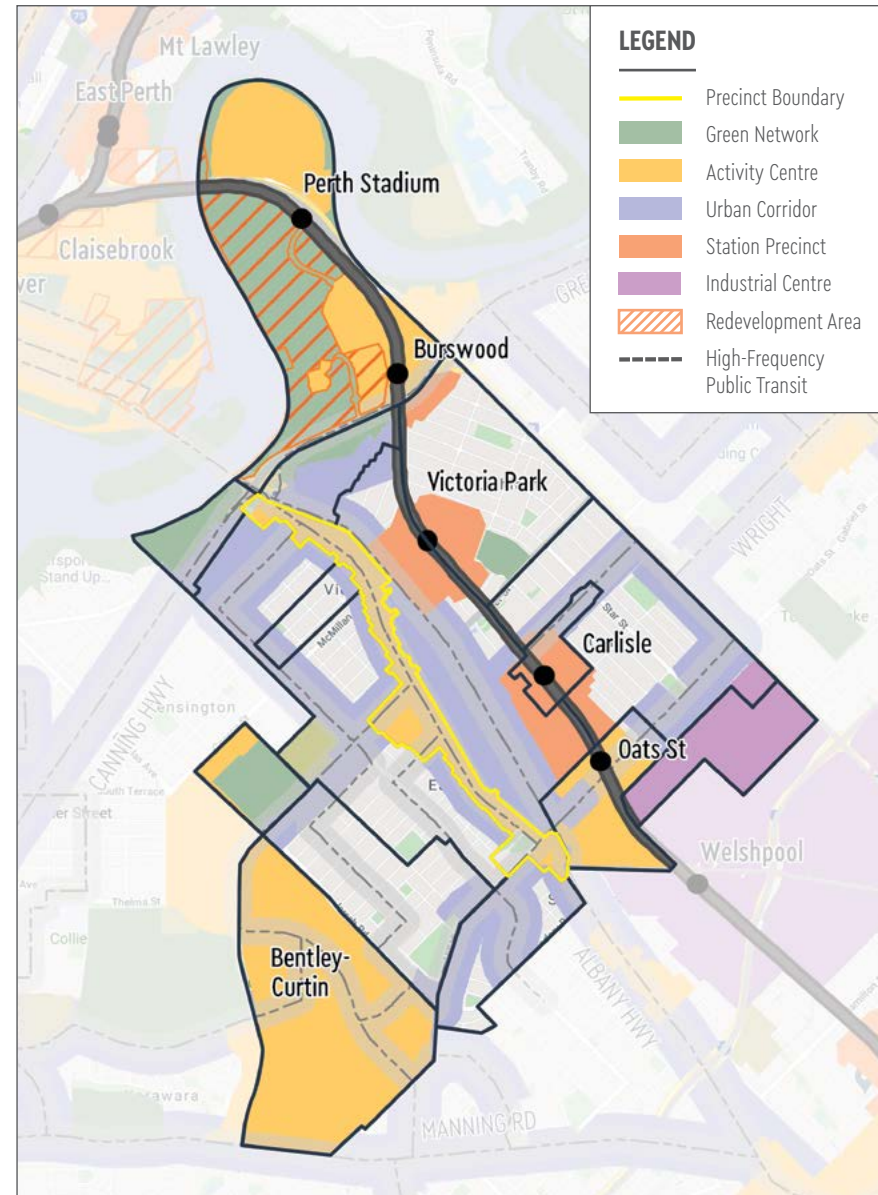


Figure 11.2 – Central Sub-Regional Planning Framework (WAPC, 2018)

TOWN OF VICTORIA PARK

The Town of Victoria Park has adopted a number of Informing Strategies that must be addressed through the Local Planning Framework. This section provides an outline of the key documents and a description of the current Town Planning Scheme No.1 planning controls for Precincts which are under review through the *Local Planning Strategy*.

Draft Activity Centre Strategy (Planwest, 2017)

The Town's *draft Activity Centre Strategy* provided extensive recommendations for Albany Highway given its status as the Town's most significant retail area and a major community focus. The Strategy recommended updating the activity centre designation under the SPP 4.2 to better reflect the actual function of Centre, and recommended refinements to the planning framework to leverage the competitive advantages of the Centre in light of competition from the recently expanded and upgraded Carousel 'super-regional' centre.

Public Open Space Strategy (2019)

The Town's *Public Open Space Strategy* identified the opportunity to minimise the car-orientated environment of Albany Highway through development of the place as an 'Active Street' with retrofitted micro-POS areas and public plazas / squares. The *Strategy* also recommends improving wayfinding from Albany Highway to the Swan River and improving safe pedestrian crossings of the Highway to enable better access to POS generally located in the area.

Streets Ahead – Albany Highway Urban Public Spaces Victoria Park & East Victoria Park (Vic Park Collective, 2019)

The Vic Park Collective is a local place group comprising residents and businesses that were supported by the Town to prepare a vision and strategy for improvements to the public realm along Albany Highway. While the Streets Ahead strategy has not been formally endorsed by Council, it is supported in-principle and will inform streetscape and public realm improvements.

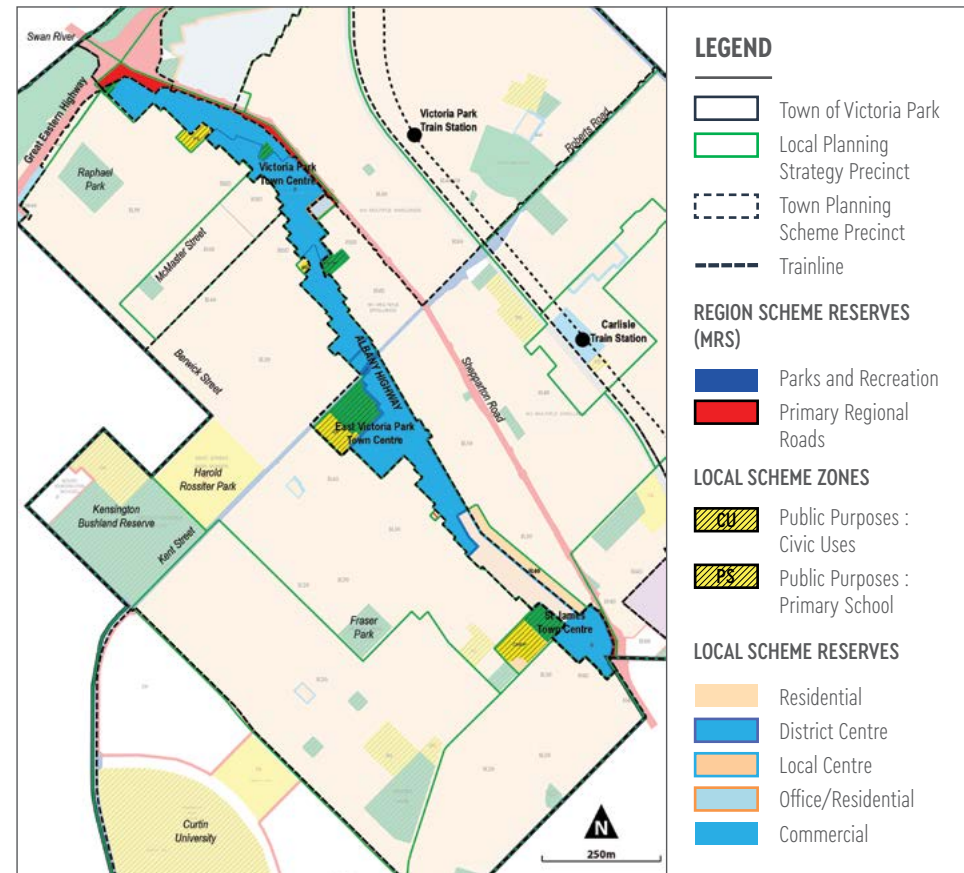


Town Planning Scheme No.1 (TPS No.1) and TPS Precinct Plan

The current Town Planning Scheme zones and key planning controls under review in the *Local Planning Strategy* are shown in Figure 3 and outlined below. In addition to TPS No.1 zones and current place-specific planning controls are:

- *TPS Precinct Plan Precinct 11 Albany Highway* – intends for Albany Highway to be revitalised and consolidated as a major inner city main street, focused around three designated retail nodes, connected by general commercial areas, and providing for a wide range of uses.

Figure 11.3 – Town Planning Scheme No.1 Zoning



Existing Character

The outline of the Precinct's existing character provides context for discussion of opportunities and challenges and Strategy recommendations for the future Local Planning Framework.

Urban Structure & Movement Network

Albany Highway is both a gathering place for people and a key north-south movement corridor. Albany Highway is classified as a 'District Distributor B' road carrying an average of between 10,000 vehicles per day (northern end) and 12,000 vehicles per day (southern end). The Highway is supported by a number of right of ways for rear servicing of buildings.

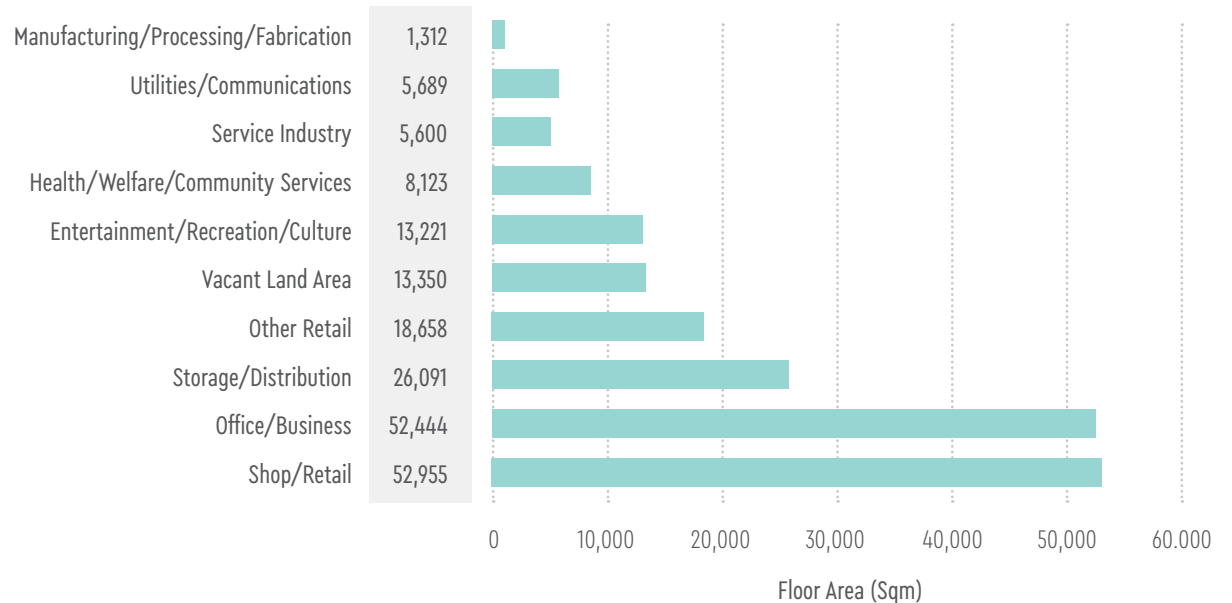
Parts of Albany Highway fall within the walkable catchment of train stations on the Perth-Armadale railway line and the Highway itself supports six bus routes. The Highway forms part of the local bike network under the Town's Bike Plan and wide footpaths provide for pedestrian movement and other shared uses such as alfresco dining and signage.

Land Use and Built Form

The Albany Highway Precinct supports a variety of commercial, residential and community uses. Retail, restaurant and entertainment uses are concentrated within three distinct nodes, with commercial and residential in-between reflecting the different Zoning along the Highway. Built form and lot sizes reflect the historical development and growth of the Highway in a main street format, and the Centre contains many older character buildings and several registered historic buildings or landmarks. The main street format and urban grain has seen the Centre retain a 'human-scaled' environment. More recent development has focussed on medium density mixed

Figure 11.4 - Types of Land Uses by Floor Space Area (minus residential) (Source: DPLH, 2017)

There are 1,516 dwellings in the Precinct, and the net residential site density is 35 dwellings per hectare (across Residential and Commercial Zones).



use buildings that support commercial uses on the ground floor with residential dwellings above.

In 2015-17, the Department for Planning, Lands and Heritage (DPLH) *Land Use and Employment Survey* identified a total of 197,400 sqm of commercial floor space in the Precinct which is 45% of total commercial floor space across the Town. Shop Retail and Other Retail occupies 36% of the Centre, and Office 27% of the Centre.



Albany Highway forms the heart of the Town. As one of the longest main streets in Australia, Albany Highway abounds in choice for shopping, entertainment, dining, operating businesses, working and accessing essential services and civic facilities. The convenience and down-to-earth character of Albany Highway draws in locals and visitors from across the region alike.

Opportunities and Challenges

This section discusses the key planning opportunities and challenges addressed by the *Local Planning Strategy* and makes recommendations for the future Local Planning Framework, including the new *Local Planning Scheme No.2* zones, reserves and planning controls where relevant.

Activity Centre Hierarchy Designation

The Town's *draft Activity Centre Strategy* recommends designating the whole of the Albany Highway Precinct as a Secondary Activity Centre under SPP 4.2 given the extent of retail floor space and the continuity of commercial activity and functionality supported by the movement corridor along the length of the Highway. The Strategy noted the lack of distinction between the existing Secondary Centre in Victoria Park and the St James Town Centre District Centre, as well as the functioning of the shopping centre areas as 'nodes' rather than separate activity centres. As such, the Planning Strategy recommends the WA Planning Commission consider amending the activity centre designation to Secondary Centre for the entire length of the Highway.

Preparation of an Activity Centre Plan

The *draft Activity Centre Strategy* concluded that the recent doubling of retail floor space and redevelopment of Carousel Regional Centre poses the most significant threat to the future viability of Albany Highway. However, the Strategy also identified a number of significant competitive advantages present in the Centre that provide a solid foundation for future growth and revitalisation including:

- the extensive, diverse and comprehensive offering of activity including retailing, cafes / restaurant and entertainment uses that far exceed the limited retail offering of a shopping centre, including the night-time economy;
- existing 'nodes' of activity that can be further developed and enhanced to create distinctive places and provide greater legibility to the elongated form and diversity of activity along the whole Highway; and
- the fine-grain of the main street environment and the character of traditional shopfronts and older buildings which provide an authentic and human-scale experience, again in stark contrast to the somewhat 'clinical' and highly controlled environment of a "big box" shopping centre.

Given the economic and social importance of Albany Highway and the complexity of planning for such a large and diverse Centre, it is recommended that the future planning framework for Albany Highway be revised and updated through the preparation of an Activity Centre Plan, with consideration of (but not limited to):

- focus intensity and diversity of land uses and development within three distinctive activity 'nodes' (Victoria Park, East Victoria Park and St James) and consider lower intensity land uses in-between, including residential on the ground floor (with the opportunity for conversion to commercial if demand arises in the future);
- encourage a variety of activities and uses that add to the vibrancy and vitality of the Centre (especially beyond normal trading hours) and promote a more flexible approach to land use permissibility and approvals to minimise regulation and promote business development;
- adopt a more innovative and contemporary approach to vehicle movement and car parking to redress the balance to pedestrians, including a reduction in speed limits and improvements to the cycle network;
- enhance the main street urban grain and land use diversity to build on the point of difference between Albany Highway and the rival Carousel and Belmont Forum 'big box' centres;
- provide for higher density mixed use development and a greater number of people living within the Centre, and where possible surrounding (considering the constraints of Residential Character Areas abutting the Centre);
- raise the standard of the public realm through streetscape improvements and built form policies that maintain and promote the traditional main street character and diversity of places for lingering and staying (ie. plazas, micro-POS) and upgrading of existing public areas; and
- proactively encourage the retention and adaptive re-use of existing heritage and character buildings, and acknowledge the role that the diversity of building stock plays in fostering new businesses and contributing to interest and vitality in comparison to rival shopping centres.

Designation of Special Entertainment Areas

The Department of Planning, Lands and Heritage has released a draft Position Statement Special Entertainment Precincts (November, 2019) that proposes the introduction of a Special Control Area in planning schemes to establish parameters around noise limits and mitigation measures for entertainment venues to reduce potential conflict with sensitive land uses while promoting a balance and diversity of land uses and night-time activation within activity centres. As Albany Highway supports a diversity of cafes, restaurants, pubs and entertainment venues, it would be appropriate for the planning framework to designate a Special Entertainment Precinct over the core of each activity 'node', and this will be considered in further detail during Activity Centre planning.

Presence of Motor Vehicle Sales and Marine Sales Premises

Albany Highway contains a number of large sites that host car yards which are discouraged but operate with Additional Use rights under TPS No.1. While several of the smaller car yards have ceased operation and are slowly being redeveloped to maximise land use and economic returns from these high value locations through mixed use (high density residential with commercial on the ground floor), the *draft Activity Centre Strategy* notes that the larger car yards are unlikely to redevelop in the near future, and this situation is acceptable as they still contribute to future opportunities for redevelopment as a future land bank. The planning framework for these land uses will be further considered through future Activity Centre planning relative to their location, contribution to the economic vitality of the Town and landowner intentions.



Future Planning Framework

OBJECTIVES

The objectives for the Albany Highway LPS Precinct are:

- 11.1 To ensure that the Albany Highway centre continues as a prosperous and thriving centre of activity that supports the social and economic needs of the Town.
- 11.2 To ensure that the Albany Highway centre is a place where people are aware of and are able to appreciate the heritage and culture of the Town.
- 11.3 To ensure that the planning framework puts people first in urban design and provides clarity in successfully guiding the intensification of development along Albany Highway.
- 11.4 To ensure that the Albany Highway centre contributes to the Town's Urban Forest and provides green spaces for the rest and respite of residents and visitors.

ACTIONS

ACTION	TIMEFRAME
Strategic Planning	
11.1 Work with the Department for Planning, Lands and Heritage to investigate the designation of Albany Highway as a Secondary Centre under <i>State Planning Policy 4.2. Activity Centres</i> .	SHORT TERM
11.2 Designate the Albany Highway Centre Precinct a Strategic Investigation Area. Prepare an Activity Centre Plan for Albany Highway that updates the planning framework (zones, reserves, development requirements etc) and is based around three distinct and inter-related nodes: <ul style="list-style-type: none"> • Victoria Park (including the public realm link to Victoria Park Station via Duncan Street); • East Victoria Park (including the public realm link to Carlisle Station via Mint Street); and • St James (including the public realm link to Oats Street Station via Oat Street station). Prepare an amendment to LPS No.2 to implement, if relevant.	SHORT-TERM
Local Planning Scheme No.2 (LPS No.2) and Local Planning Policies	
11.3 Prior to completion of an Activity Centre Plan (refer to Action 11.2), transition TPS No.1 zones, R-Code densities and development requirements into LPS No.2. Consider any interim refinements to land use definitions and land use permissibility under the Zoning Table.	SHORT-TERM
11.4 Following adoption of the Activity Centre Plan (refer to 11.2 above) prepare an amendment to LPS No.2 to implement the Plan, if relevant.	SHORT to MEDIUM TERM

12. McCallum-Canning

The McCallum-Canning Precinct is in the westernmost corner of the Town and is located 3km from the CBD. It is connected to East Perth via Heirisson Island and the Causeway bridges. The precinct is bounded by the Swan River to the North West, the City of South Perth (Local Government boundary) to the South West, lower density and character residential areas to the South East, and Albany Highway and the Victoria Park (Bus) Transfer Station to the North East.



Figure 12.1 - McCallum-Canning LPS Precinct

Current Planning Framework

The planning, subdivision and development of land within the McCallum-Canning Precinct is currently guided by multiple State government strategies and policies. The key documents are outlined below and the Town of Victoria Park must address these through the Local Planning Framework.

STATE GOVERNMENT

Perth and Peel @3.5million Central Sub-Regional Planning Framework (WAPC, 2018)

The State Government's metropolitan planning strategy, *Perth and Peel @3.5million Central Sub-Regional Planning Framework*, designates the land adjacent to Canning Highway as Urban Corridor and a high frequency public transit route. Land along the Swan River is designated as part of the Green Network. The *Central Planning Framework* seeks to optimise the use of land in these locations close to existing public transport infrastructure through targeted increases in the density and diversity of housing, business activity, jobs and community activities.

State Planning Policy 4.2 Activity Centres for Perth and Peel (WAPC 2010)

This policy guides the size, land use mix, residential density and the built form of activity centres according to a hierarchy of centres of different sizes and functions. The policy advises that showrooms should be located outside the core of activity centres or adjacent to the regional road network. The policy prefers offices to be located within activity centres but does not preclude offices in accessible locations. The policy promotes mixed-use in centres (eg commercial and residential).

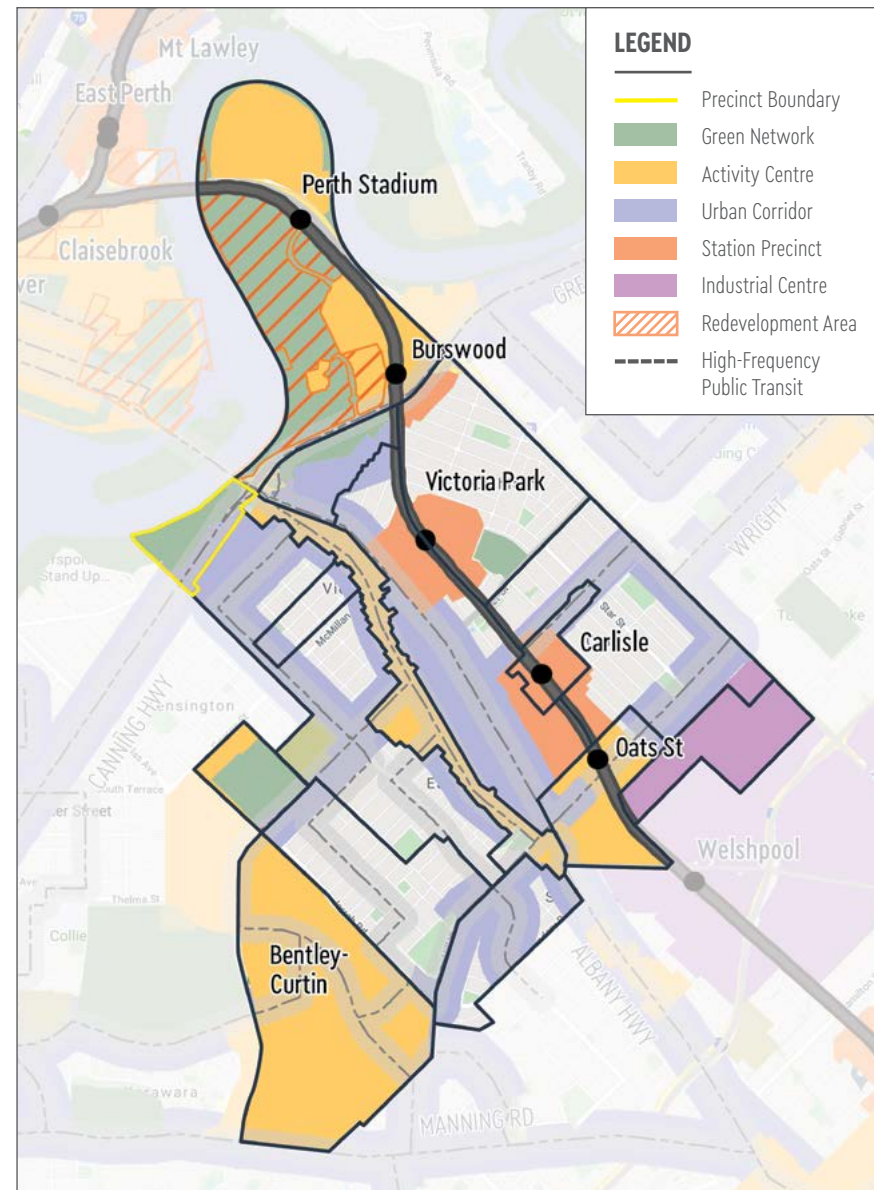


Figure 12.2 - Central Sub-Regional Planning Framework (WAPC, 2018)

TOWN OF VICTORIA PARK

The Town of Victoria Park has a suite of Informing Strategies that provide strategic direction for the Town and may require implementation through the Local Planning Framework

Draft Activity Centre Strategy (Planwest, 2017)

The *draft Activity Centre Strategy* designates the Precinct's commercial areas as a Neighbourhood Activity Centre within the Town's hierarchy of activity centres. The Strategy recommends:

- phasing out retailing and promoting commercial land uses more suitable for its location on the Highway (eg. showrooms, offices);
- encouraging high density residential or offices on upper floors;
- coordinating vehicle access and parking to draw vehicles away from Canning Highway.

In addition, there are several place-based plans from the Town and other government agencies that guide the recreational and environmental management of Taylor Reserve and McCallum Park including:

- *Taylor Reserve and McCallum Park Concept Report* (Town of Victoria Park 2017) – provides a detailed plan to create the reserve as a local and regional destination and guide infrastructure development.
- *Foreshore Access and Management Plan* (Town of Victoria Park, 2015) – a strategic management framework for foreshore land managed by the Town.
- *Draft Perth Water Buneenboro Precinct Plan* (Department of Biodiversity, Conservation and Attractions, on behalf of the Perth Water Vision Group 2019) – identifies McCallum Park-Taylor Reserve as a local recreation place, suitable for large-scale events, with a minor activity node suitable for permanent small-scale commercial uses such as café or bike hire.

This section provides an outline of the Town's key strategies and a description of the current Town Planning Scheme No.1 planning controls for the Precinct which are under review through the *Local Planning Strategy*.

Town Planning Scheme No.1 (TPS No.1) and TPS No.1 Precinct Plan

The current Town Planning Scheme zones and key planning controls under review in the *Local Planning Strategy* are shown in Figure 3 and outlined below. In addition to TPS No.1 zones, current place-specific planning controls are:

Figure 12.3 – Town Planning Scheme No.1 and Precinct Plans



- *TPS Precinct Plan P4 McCallum* – commercial development to a maximum plot ratio of 0.5, R80 residential density or higher with approval in Commercial zone, building heights to nine metres (two storey) south of Canning Highway or 15 metres (five storey) north of Canning Highway).
- *TPS Precinct Plan P5 Raphael Precinct* – applies to residential south of Canning Highway, building height three storeys (R60) and five storeys (R80).

Note the Precinct also contains zones and reserves under the Metropolitan Region Scheme (MRS) where the WA Planning Commission is the planning authority and approves works within the Parks and Recreation Reserve, requires widening of Canning Highway through subdivision, restricts vehicle access and requires the referral of planning applications for adjoining properties.

Note that land adjacent in the City of South Perth is zoned Residential and Commercial under TPS No.6 with heights between two and three storeys with proposals for an increase to 6 storey.

Existing Character

This outline of the Precinct's existing character provides context for discussion of opportunities and challenges and Strategy recommendations for the future Local Planning Framework.

Urban Structure and Movement Network

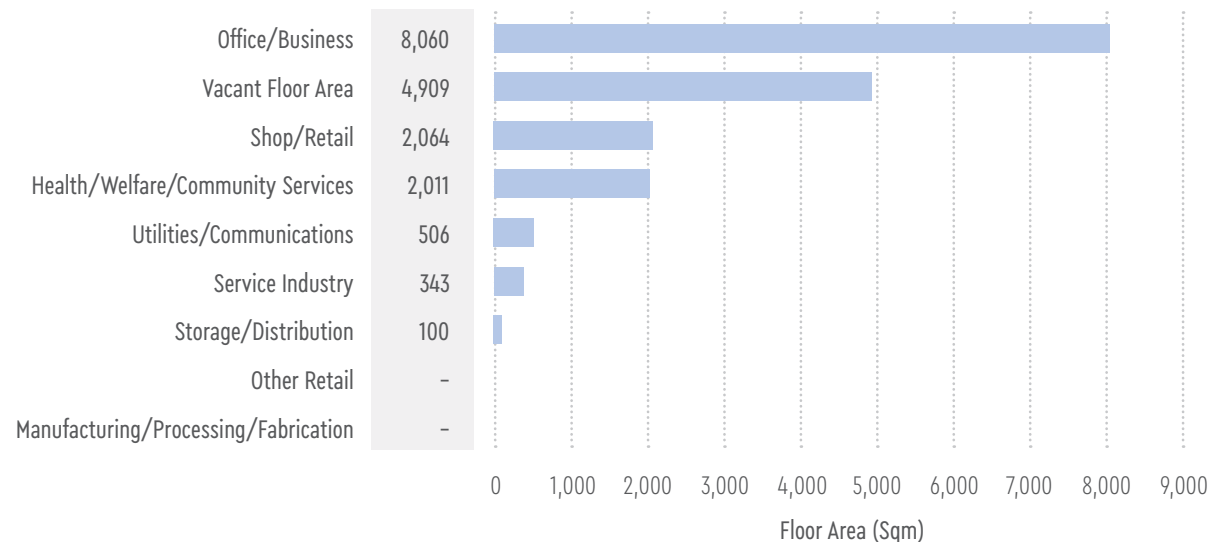
The Precinct's urban structure is shaped and dominated by Canning Highway and the intersection with Berwick Street which is a major district road, and the expanse of river foreshore areas. Canning Highway forms a key 'gateway' entry to the Town but also a major barrier for pedestrians to access the River. There are limited roads to the River, and various parking areas. On the north side of Canning Highway, development is orientated to both the Highway and the River. There is a mix of lot sizes with residential lots range from 324 sqm to 5,770 sqm and commercial lots from 360 sqm and 5,092 sqm. Lots to the north of Canning Highway have vehicle access from side roads or rear laneways and easements. Residential lots south of Canning Highway have access via rear laneways, but Commercial lots directly front the Highway. There are multiple bus services running along Canning Highway to the CBD via the Victoria Park Bus Interchange.

Land Use and Built Form

Taylor Reserve-McCallum Park provides recreational and occasional community events, in addition the Department of Water, Environment and Regulation offices are located on the reserve and ability for future small-scale commercial services. There is an extensive parking area located adjacent.

Most residential development occurs in the form of large apartment complexes, although there are some smaller scale grouped dwellings, and several single houses. There are 253 dwellings in the Precinct

Figure 12.4 – Types of Land Uses by Floor Space Area (minus residential) (Source: DPLH, 2017)



which equates to a net residential site density of 55 dwellings per hectare (across Residential and Commercial zones). A further 23 dwellings have recently been approved in an apartment on the corner of Canning Highway and Taylor Street (87 dwellings per hectare).

Commercial development consists several large office, showroom complexes, smaller highway service uses and fast food outlets. In 2015–17, the State Government's *Survey of Land Use and Employment* identified approximately 18,000 sqm of commercial floor space comprising Office/Business (45%), Vacant (27%), Shop / Retail (11%), Health/Welfare/Community Services (11%).²

2. In comparison, the Industrial Zone east of the railway line has 192,000 square metres of floor space.

Landscape and Public Realm

The Swan River holds great significance to the Noongar people as being created and sacred to the rainbow serpent 'Waugal' and is an iconic destination of State significance. Taylor Reserve-McCallum Park caters for multiple social and environmental functions and its management is so arranged to apportion activities by 'zone' to manage multiple needs and impacts. The pedestrian environment along Canning Highway is poor given the volume of traffic and there is inconsistent and sporadic landscaping that provides little shade or relief. Rear access roads along the parklands have quite good overlooking from buildings.



The McCallum-Canning precinct contains excellent examples of modern low-scale apartments. Land along Canning Highway forms a major entry to the Town and there is further opportunity for redevelopment of land along the southern part of Canning Highway in the future.

Opportunities and Challenges

This section discusses the key planning opportunities and challenges addressed by the *Local Planning Strategy* and recommendations for the future Local Planning Framework, including the new *Local Planning Scheme No.2* zones, reserves and planning controls where relevant.

Maximising Commercial and Mixed Use Development

Existing high density apartments and R-Code densities meet the *Central Planning Framework* objectives for urban consolidation along urban corridors. However, there is an opportunity to review the zoning and planning controls for the Commercial zones to encourage further intensification for mixed use, coordinate built form and manage vehicle access. Future planning should address a number of opportunities and challenges for land currently zoned Commercial:

- the presence of large lots capable of accommodating mixed commercial and residential uses, beyond the currently restrictive planning controls including plot ratio (0.5) which is presently exceeded by one property, with manageable impacts on surrounding properties;
- the potential to encourage tourism and/or short-stay accommodation to leverage riverside amenity and support the emerging regional destination of Taylor Reserve-McCallum Park, with good regional access;
- potential for amalgamation incentives for smaller lots on the south of the Highway, ability to coordinate shared access and better manage interface with rear residential areas; and
- the potential for redevelopment to improve the low quality environment of the Canning Highway-Berwick Street intersection;
- the opportunity to offer development incentives in exchange for 'community benefit' under the Apartment Codes that could create some form of local community focus for residents (refer to the Infrastructure Funding Chapter for further discussion on benefits).

Clause 47 (d) of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Deemed Provisions) allows the WA Planning Commission and the Town to require the preparation of a Local Development Plan (LDP) to guide and coordinate detailed planning prior to approval of any major redevelopment of land. An LPD would be a suitable planning instrument to coordinate any future changes within each sub-precinct in the existing Commercial zone.

Accordingly it is recommended that properties currently zoned Commercial in TPS No.1:

- be designated as a Strategic Investigation Area under the *Local Planning Strategy* and be subject to further detailed planning to refine the planning framework and possibly subject to a strategic amendment to LPS No.2, if relevant;
- be rezoned from Commercial zone to Mixed-Use zone under LPS No.2, with an R-ACO density code that requires the preparation of an LDP prior to any significant proposal for development or change in planning controls; and
- the current suite of planning controls be transferred to LPS No.2, with an additional clause that states the Town will consider variation to the controls subject to the preparation of LPD's for each sub-precinct.

The Town supports the preparation of LDPs by private landowners in the Precinct.

Future Planning Framework

OBJECTIVES

The objectives for the McCallum-Canning LPS Precinct are:

- 12.1** To encourage intensification of mixed-use development around the intersection of Canning Highway and Berwick Street, with residential above ground floor on primary streets, commercial activities that add to the creation of a riverside destination, and where appropriate, community benefits.
- 12.2** To require the coordination of detailed planning, development and subdivision within sub-precincts, having regard to the interface with adjoining residential areas and improvements to the public realm.

ACTIONS

ACTION	TIMEFRAME
Strategic Planning	
12.1 Designate the land zoned Commercial under TPS No.1 and proposed Mixed Use under LPS No.2 as a Strategic Investigation Area. Carry out a strategic review and refinement of the planning framework and prepare an amendment to LPS No.2, if relevant.	LONG-TERM
Local Planning Scheme No.2 (LPS No.2) and Local Planning Policies	
12.2 Transition the current TPS No.1 Residential R80 and R60 into LPS No.2	SHORT-TERM
12.3 Rezone land currently zoned "Commercial" with an R80 residential density code in TPS No.1 to "Mixed-Use" with an R-ACO residential density in LPS No.2. For land currently zoned "Commercial" in TPS No.1, transition the TPS No.1 Precinct Plan planning controls to LPS No.2 with an additional provision stating: <ul style="list-style-type: none"> the Council will consider major variations to planning controls, subject to the preparation of a Local Development Plan (LDP). 	SHORT-TERM
12.4 Following review and refinement of the planning framework (refer to 12.1 above) prepare an amendment to LPS No.2 to implement any review recommendations, if relevant.	SHORT-TERM

13. Lathlain

The Lathlain LPS Precinct extends over the neighbourhood of Lathlain and is bounded by the Perth-Armadale railway line, Roberts Road, Orrong Road and Great Eastern Highway.

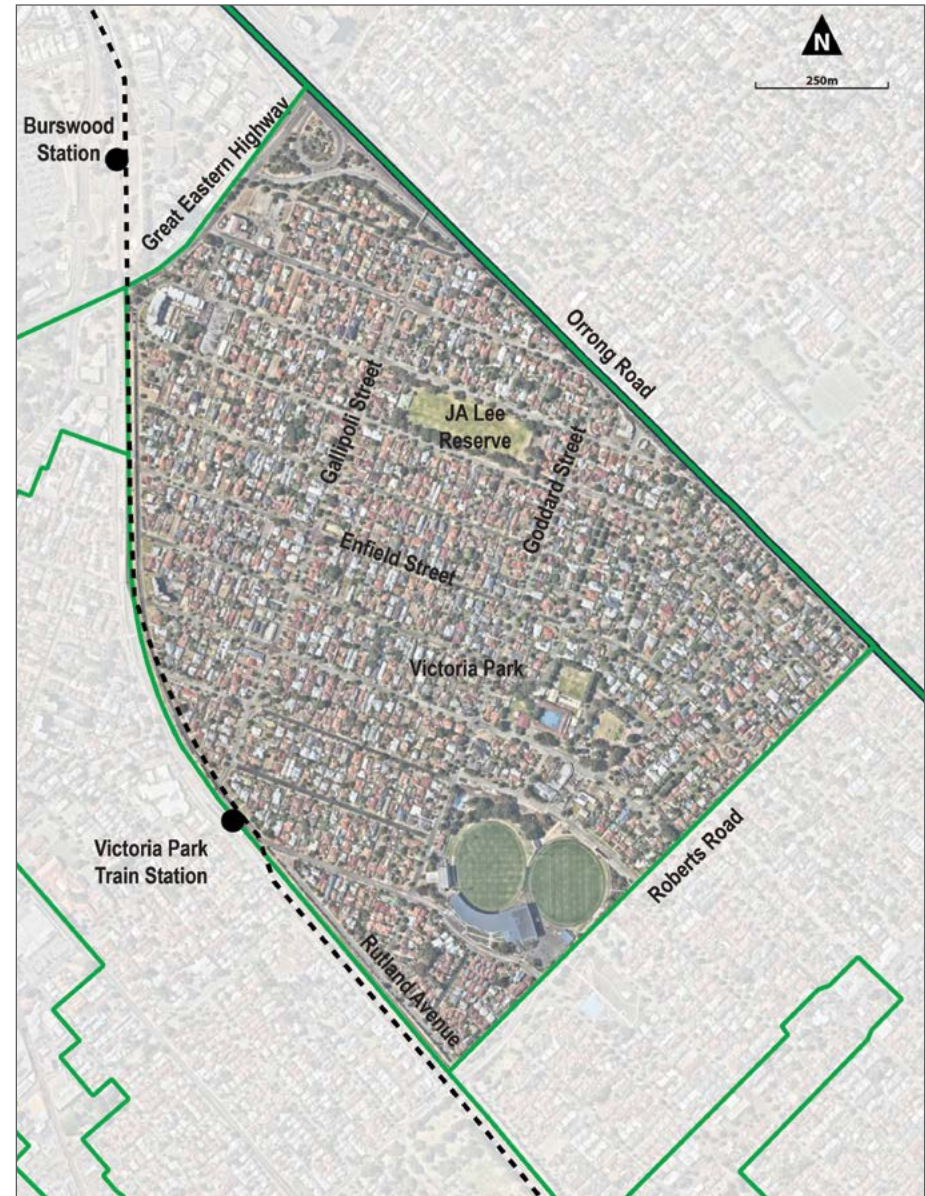


Figure 13.1 - Lathlain LPS Precinct

Current Planning Framework

The planning, subdivision and development of land within the Precinct is currently guided by multiple State government strategies and policies. The key documents are outlined below which the Town of Victoria Park must review and update to the Local Planning Framework.

STATE GOVERNMENT

Perth and Peel@3.5million Central Sub-Regional Planning Framework (WAPC, 2018)

The State Government's metropolitan planning strategy, *Perth and Peel@3.5million Central Sub-Regional Planning Framework*, designates land around the Victoria Park Train Station and the Burswood East Train Station as a Station Precinct. The *Central Framework* seeks to optimise the use of land in these locations close to existing public transport infrastructure through targeted increases in the density and diversity of housing, business activity, jobs and community activities.

TOWN OF VICTORIA PARK

The Town of Victoria Park has adopted a number of Informing Strategies that must be addressed through the Local Planning Framework. This section provide an outline of the key documents and a description of the current Town Planning Scheme No.1 planning controls for the Precinct which are under review through the *Local Planning Strategy*.

Draft Activity Centre Strategy (Planwest, 2017)

The Town's *draft Activity Centre Strategy* recommended considering R40/R60 residential densities around the Lathlain Place Local Centre to support activation of the centre. The Strategy discussed intensification of activity and residential development east of the Victoria Park train station, but raised concerns regarding suitability.

Note – Lathlain Oval is reserved Parks and Recreation under the Metropolitan Region Scheme (MRS) and is under the planning control of the WA Planning Commission and land use and development guided by the Lathlain Park Management Plan (WAPC, 2017).

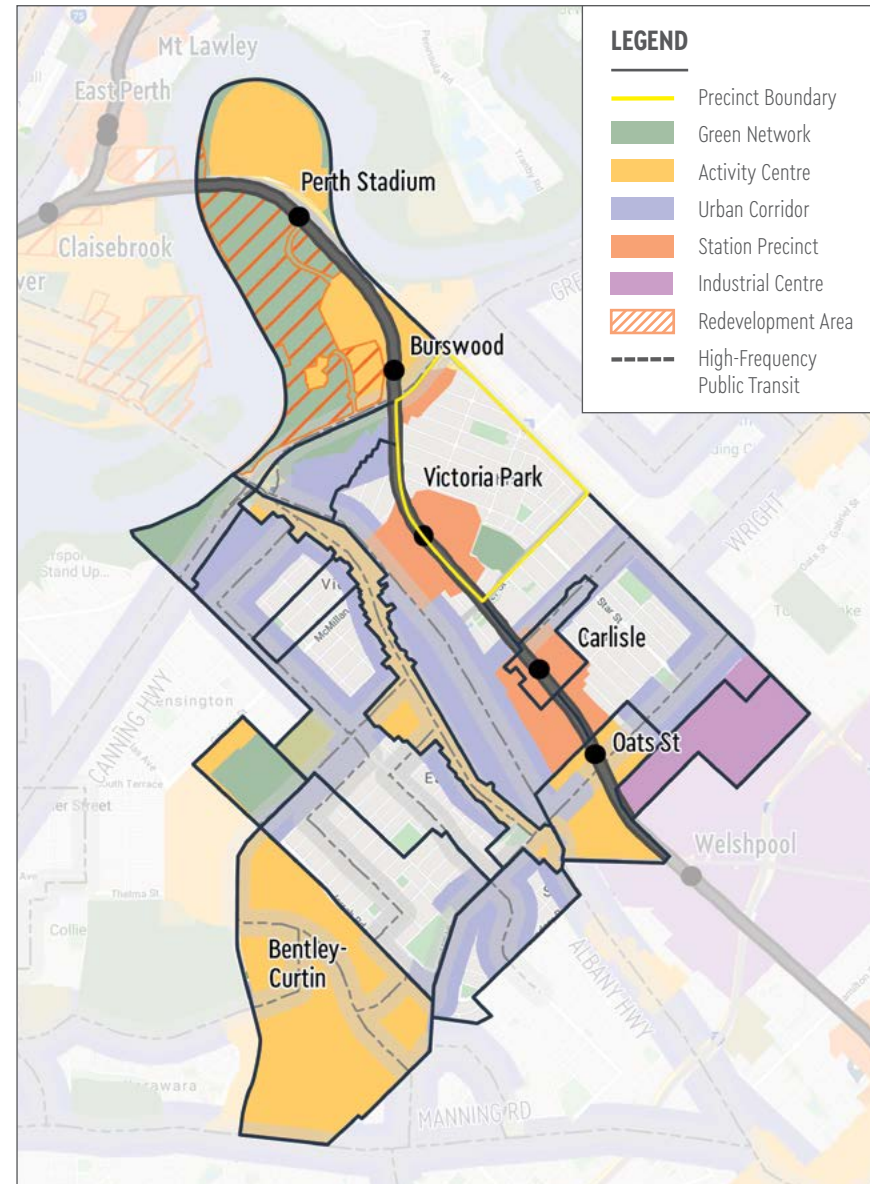


Figure13.2 –Central Sub-Regional Planning Framework (WAPC, 2018)

Public Open Space Strategy (2019)

The Town's *Public Open Space Strategy* identified minor gaps in access to neighbourhood parks in Lathlain. To address the shortfall, the *Strategy* recommends investigating the potential for re-use and development of a number of drainage sumps (subject to drainage and engineering investigations).

Town Planning Scheme No.1 and TPS Precinct Plans

The current Town Planning Scheme zones and key planning controls under review in the *Local Planning Strategy* are shown in Figure 3 and outlined below. In addition to TPS No.1 zones, current place-specific planning controls are:

- *TPS Precinct Plan (P7) Lathlain* – facilitates low to medium density development, encourages retention of existing dwellings and a complimentary character for new development, consolidation of commercial activity to zones (plot ratio 0.5, R20), medium scale highway commercial uses in the Commercial zone (plot ratio 0.5, R60).

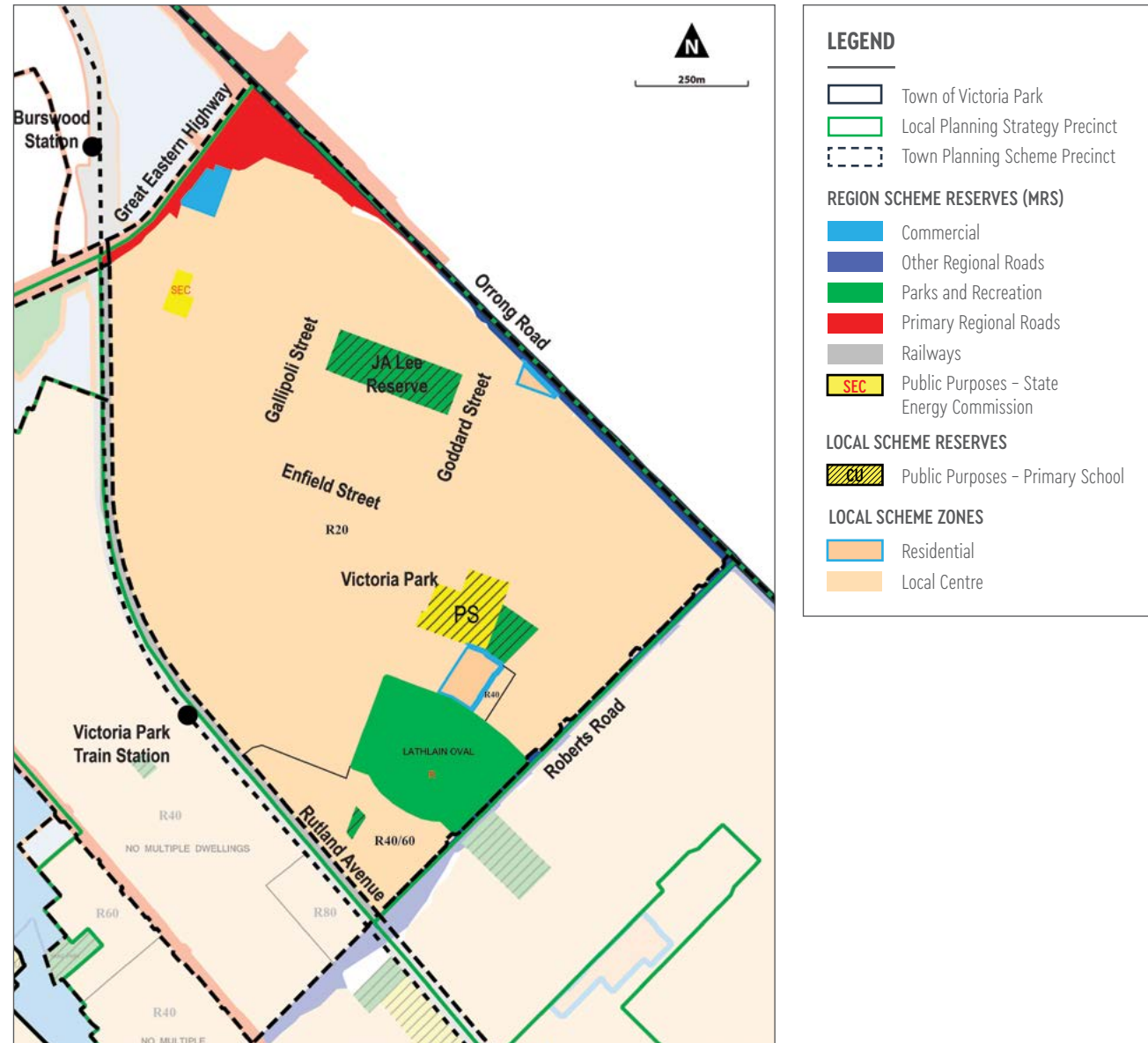


Figure 13.3 - Town Planning Scheme No.1

Existing Character

This outline of the Precinct's existing character provides context for discussion of opportunities and challenges and Strategy recommendations for the future Local Planning Framework.

Urban Structure and Movement Network

The Lathlain Precinct is based on a traditional grid network of relatively wide streets forming a uniform pattern of street blocks. Original lot sizes ranged from 1021 sqm to around 750 sqm, although many have been subdivided to 400–450 sqm. The Precinct is highly accessible by public transport and road, with access to both Victoria Park and Burswood East Train Stations and Orrong Road and Great Eastern Highway. A regional bike path (Principal Shared Path) will be constructed along Rutland Avenue in 2020–21. Bus services run along Streatley Road, and Goddard and Howick Streets. According to the road hierarchy Roberts Road is a District Distributor B, Bishopsgate Road is a Local Distributor and Great Eastern Highway/Orrong Road are Primary Distributor Roads.

Land Use and Built Form

The majority of Lathlain supports low density, single storey single dwellings contained within original larger lots or on battle-axe subdivided lots. There are 1,729 dwellings equating to a net residential site density of 18 dwellings per hectare (across Residential and Commercial zones). Lots north of Goddard Street are generally larger and suitable for subdivision, with less potential for subdivision south of Goddard Street. There are several parks and a small range of community facilities (education, Lathlain community centre for groups etc). The newly redeveloped Lathlain Oval forms a key feature of the neighbourhood.

In 2015–17, the State Government's Survey of Land Use and Employment identified a total of 6,732 sqm of commercial, shop/other retail, office/business and cultural/recreational floor space within various commercial and community places within Lathlain.

Landscape and Public Realm

The Precinct has relatively wide streets, most with a good coverage of large and mature tree canopy and footpaths. There has been significant loss of tree canopy from private land through infill redevelopment which is being addressed through the Town's Urban Forest Strategy and Implementation Action Plan.

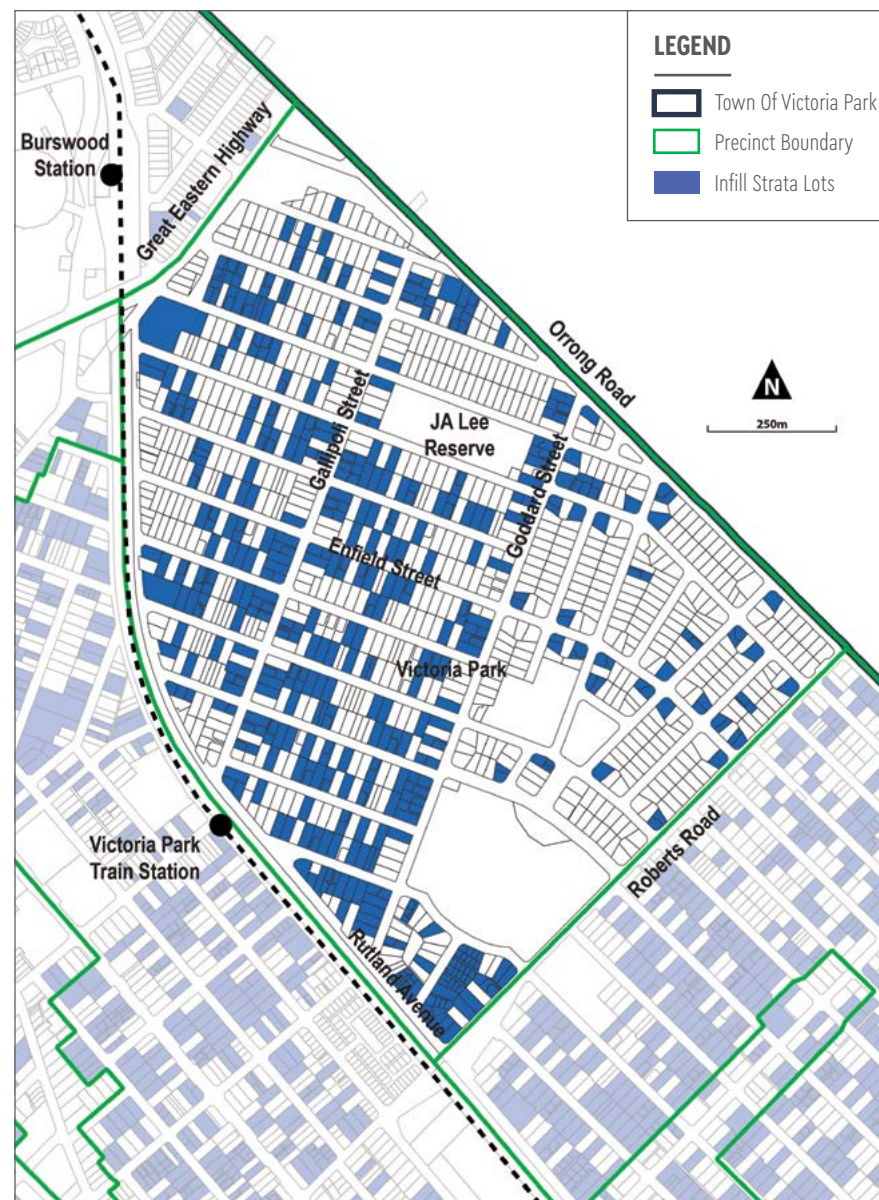


Figure 13.4 - Extent of Infill Development



Re-subdivision of original larger lots and development of new, low-scale housing has seen Lathlain welcome new residents over the last few decades. However, there is limited diversity of housing, particularly for residents wishing to age-in-place and downsize.

Opportunities and Challenges

This section discusses the key planning opportunities and challenges addressed by the *Local Planning Strategy* and recommendations for the future Local Planning Framework, including the new *Local Planning Scheme No.2* zones, reserves and planning controls where relevant.

Address Public Open Space Shortage

The Town's Public Open Space Strategy (POSS) identified a lack of access to neighbourhood-level public open space for some parts of Lathlain. Key strategies to address this shortage include investigating the potential for re-use / redevelopment of existing drainage sumps (subject to engineering advice) and development of Bishopsgate Street as an Active Park Street. These recommendations will be progressed via the POS Implementation Plan. Refer to the Infrastructure Funding Chapter for discussion on contributions to POS.

Addressing the Central Planning Framework – Urban Consolidation

The *Central Sub-Regional Planning Framework* identifies the potential for higher density residential development within the catchments of the Victoria Park and Burswood train stations. The Town's *draft Activity Centre Strategy* identified potential for some increase in residential densities around the Lathlain Place Local Centre. The community did not raise the prospect of changes to residential density in Lathlain during the 2016–17 *Strategic Community Plan* engagement, although there was support for 'targeted density' generally around train stations precincts and within activity centres.

Each area with potential for changes in density is discussed below:

Land around Victoria Park train station

There has already been intensification of residential land uses around the Victoria Park train station via the current TPS No.1 densities. Relatively new development and the multiplicity of small lots severely constrain the potential for changes in the foreseeable future. Accordingly, land east of the Victoria Park train station is not suitable for further urban consolidation.

Lathlain Place Area

The Town's *draft Activity Centre Strategy* identified an opportunity to increase the density in the street blocks between Howick St and McCartney Crescent, adjacent to Lathlain Oval, from R20 to R40/60 (R60 to be achieved through amalgamation of lots). Any increase in density should result in housing diversity and should be complementary to the existing lower scale character of Lathlain. As such, it is recommended that land the between Howick St and McCartney Crescent be designated as a Strategic Investigation Area, and the prospect of increasing density and achieving more compact, and diverse housing outcomes, be explored with the landowners and community during the community engagement phase of the *draft Local Planning Strategy*. Also note, that the Housing Chapter encourages the development of shop-top housing in Local Centre zones and recommends the development of a generic Local Planning Policy to guide development in Local Centre and other minor commercial zones.

Empire Hotel Site

The 'Empire Hotel Site' comprises 1.24 hectares in single ownership and is within the walkable catchment of the Burswood train station. The land is zoned Commercial (R60) and Residential (R20). The land is suitable for more intense development for commercial and residential development. Accordingly, it is recommended that the site be designated a Strategic Investigation Area and be subject to further investigation and engagement regarding the most suitable zone and density to deliver housing diversity close to transit, and potential changes to planning framework at some point in the future.

Gallipoli Street Commercial

The shops on Gallipoli Street are currently zoned Residential R20 and it is recommended they be rezoned to Local Centre in the new LPS No.2 to reflect the land use.

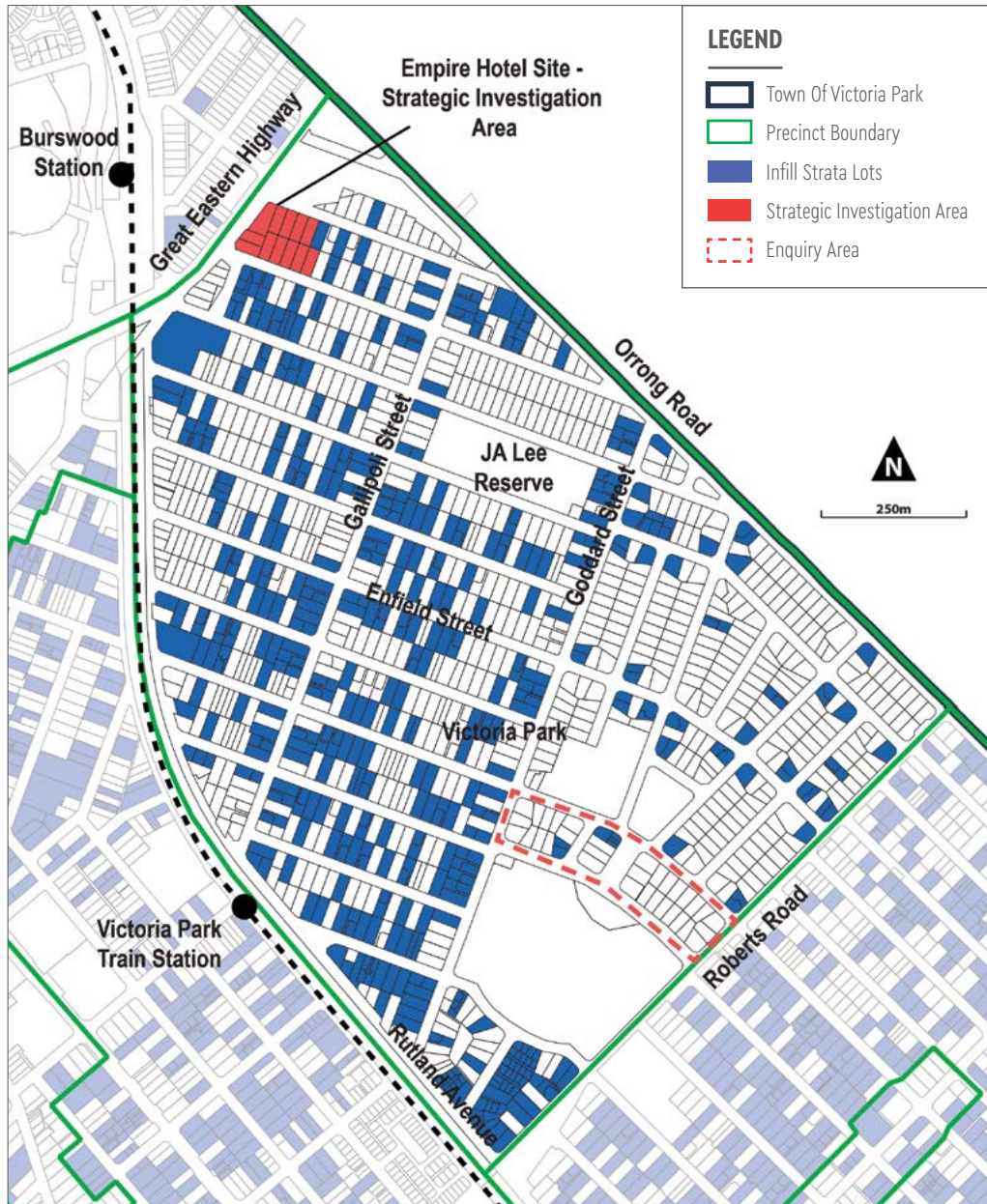


Figure 13.5 – Strategic Investigation Area – Empire Hotel Site and Lathlain Place ‘Enquiry Area’

Future Planning Framework

OBJECTIVES

The objectives for the Lathlain LPS Precinct are:

- 13.1 To encourage predominantly low to medium density residential development that reflects the dominant elements of neighbourhood character including spacious setbacks from front boundaries, a single dwelling frontage to the primary street, low front fences and existing trees.
- 13.2 To encourage commercial and community activities within commercial zones, particularly within and around the Lathlain Oval and Lathlain Place, and appropriately scaled and arranged residential development above ground floor.
- 13.2 To address gaps in the provision of Public Open Space as per the *Public Open Space Strategy*.

ACTIONS

ACTION	TIMEFRAME
Strategic Planning	
13.1 Designate the Empire Hotel site and surrounds as a Strategic Investigation Area and engage with the landowner and community regarding potential changes to the planning framework to maximise housing density and diversity.	LONG-TERM
13.2 Gauge landowner and community support for the Town to investigate options for potential changes to the planning framework to facilitate redevelopment of residential street blocks bounded by McCartney Crescent, Goddard Street Howick Street and Roberts Road to achieve medium-density housing and housing diversity.	SHORT-TERM
Local Planning Scheme No.2 (LPS No.2) and Local Planning Policies	
13.3 Transition the current TPS No.1 zones, R-Code densities and planning controls into LPS No.2, with the exception of: <ul style="list-style-type: none"> • rezone the land at 25 Gallipoli Street from "Residential" to "Local Centre". 	SHORT-TERM

14. Character Area (East and West)

The Character Area (East and West) LPS Precinct encompasses some of the Town's oldest neighbourhoods with original character homes in areas to the east and west of Albany Highway.



Figure 14.1 - Character Area (East and West) LPS Precinct

Current Planning Framework

The planning, subdivision and development of land within the Precinct is guided by multiple State government strategies and policies. The key documents are outlined below and the Town of Victoria Park must address these through the review and update of the Local Planning Framework.

STATE GOVERNMENT

Perth and Peel@3.5million Central Sub-Regional Planning Framework (WAPC, 2018)

The State Government's metropolitan planning strategy, *Perth and Peel@3.5million Central Sub-Regional Planning Framework*, designates land around the Victoria Park Train Station as a Train Station Precinct and Shepperton Road and Mint Street as Urban Corridors. The *Central Framework* seeks to optimise the use of land in these locations close to existing public transport infrastructure through targeted increases in the density and diversity of housing, business activity, jobs and community activities, where appropriate.

State Planning Policy 4.2 – Activity Centres for Perth and Peel (WAPC 2010)

This policy guides the preparation of the LPS through the application of a hierarchy of activity centres and offers guidance on the size and mix of commercial activity, density of housing and built form and urban design outcomes. Although there are no Commercial zones or Activity Centres within the Precinct, part of the Precinct theoretically falls within the catchment of the Albany Highway Secondary Activity Centre and SPP 4.2 encourages a net residential density between 25–35 dwellings per gross hectare within 400 metres of the centre.³

3. Typically, the average R Code (or net density) equivalent is two to three times the number of dwellings per gross hectare.

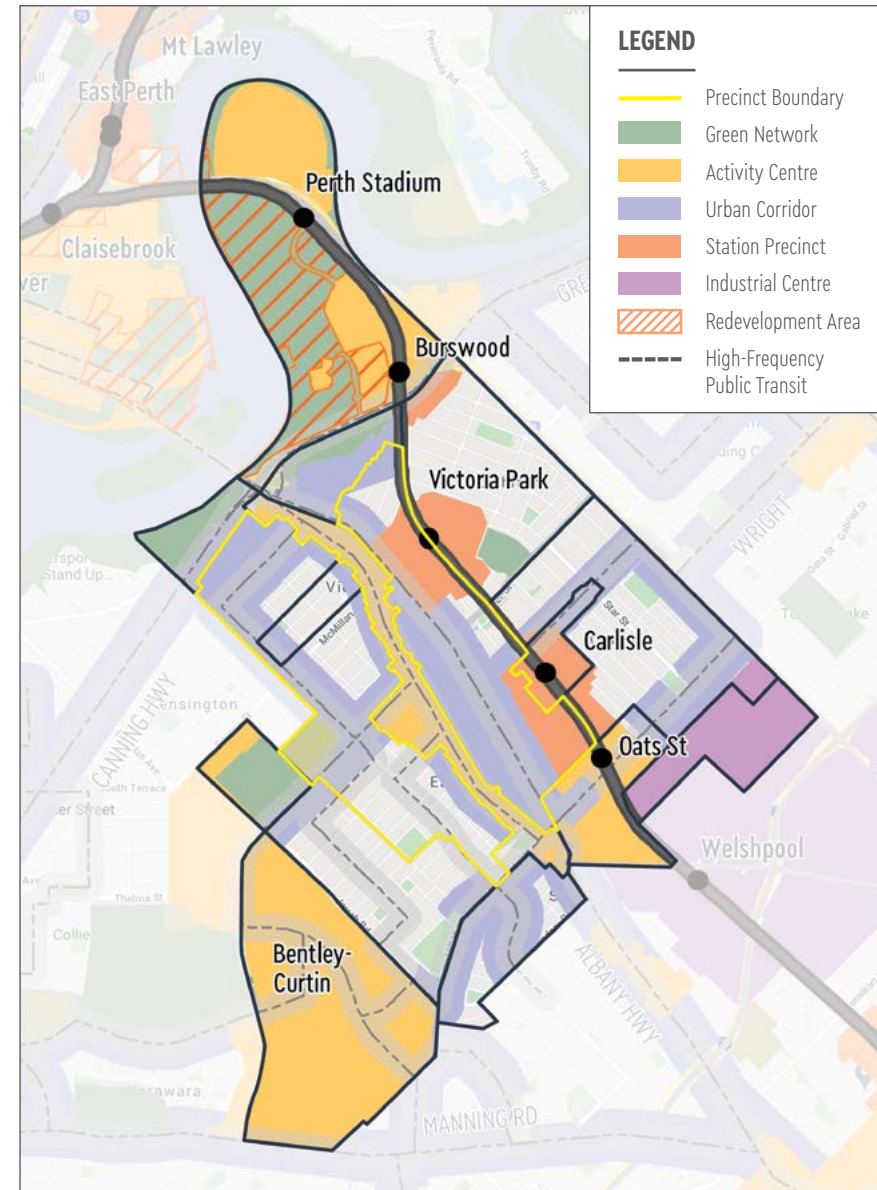


Figure 14.2 – Central Sub-Regional Planning Framework

TOWN OF VICTORIA PARK

The Town of Victoria Park has adopted a number of Informing Strategies that must be addressed through the Local Planning Framework. This section provides an outline of the key documents and a description of the current Town Planning Scheme No.1 planning controls for the Precinct which are under review through the *Local Planning Strategy*.

Draft Activity Centre Strategy (Planwest, 2017)

The Town's *draft Activity Centres Strategy* recommends land between the Victoria Park Train Station and Albany Highway be developed as an Activation Area with some consideration of higher density, plus a variety of land uses to add to vibrancy and vitality to the broader area and in support of the Albany Highway Centre.

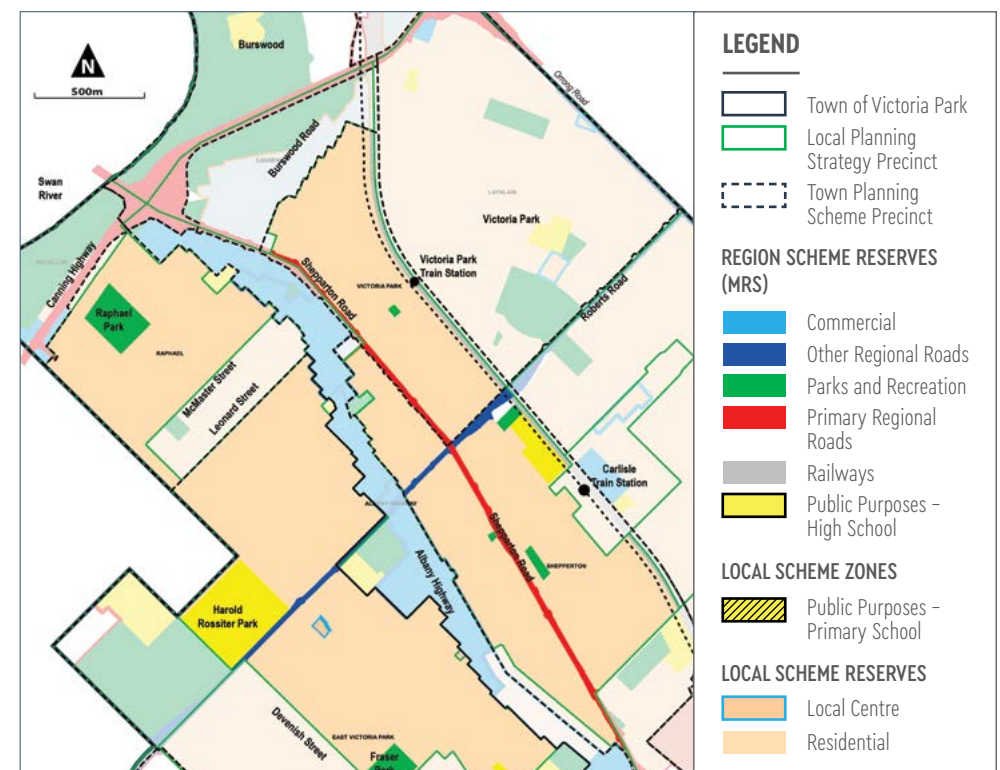
Town Planning Scheme No.1 and TPS Precinct Plan

The current Town Planning Scheme zones and key planning controls under review in the *Local Planning Strategy* are shown in Figure 3 and outlined below. In addition to the TPS No.1 zones, current place-specific planning controls are:

- *TPS Precinct Plan (P5) Raphael* – applies to land generally north of Leonard Street. The Plan encourages retention and rejuvenation of existing character housing and new housing to be of compatible character and style, with some areas for infill at higher densities, and provides guidance on heights, setbacks and vehicle access along Berwick Street.
- *TPS Precinct Plan (P6) Victoria Park* – applies to land between Shepperton Road and the railway from the Burswood South commercial area to Miller Street. The Plan encourages retention and rejuvenation of existing character housing and new housing to be of compatible character and style and to minimise the loss of existing houses through expansion of existing institutional uses.
- *TPS Precinct Plan (P10) Shepperton* – applies to land between Shepperton Road and the railway south of Miller Street. The Plan encourages development of diverse housing types, and low-scale infill development (grouped dwellings only).
- *TPS Precinct Plan (P12) East Victoria Park* that preferences low-density development, retention and restoration of original housing and limited infill development in keeping with neighbourhood character and the landscape setting.

Local Planning Policy 25 – Streetscape contains the primary policy provisions to guide the conservation of built form and management of complementary infill development for original dwellings (constructed prior to 1945). The Town has recently confirmed the community's desire for conservation of heritage values through this Precinct and is updating the Policy to reflect contemporary needs, as well as initiating a Special Control Area in TPS No.1 to manage demolition and development for single houses

Figure 14.3 – Town Planning Scheme No.1 Zoning



Existing Character

The outline of the Precinct's existing character provides context for discussion of opportunities and challenges and Strategy recommendations for the future Local Planning Framework.

Urban Structure and Movement Network

Roads in the Precinct form a traditional grid network of streets, creating a uniform pattern of street blocks that has seen little variation since the original subdivision. The majority of properties south of Miller Street have access to a rear Right of Way (ROW) but there are only a few ROWs in street blocks north of Duncan Street. There is a wide variety of lot sizes and a significant number of properties have been subdivided to the maximum permissible under existing residential densities.

The Precinct is highly accessible to public transport with bus services along Shepperton Road and train services at Victoria Park and Carlisle stations.

Land Use and Built Form

The dominant land use in the Precinct is residential, and there is a mix of neighbourhood facilities including several schools. The Precinct includes a small local centre on Berwick Street (corner Ashburton Street) and a number of local delis, and most daily needs are provided by access to Albany Highway. There are several other commercial land uses, such as the VisAbility community service building on Kitchener Avenue that are currently zoned Residential.

In the eastern portion of the Precinct there are 3,211 dwellings and the net residential site density is 27 dwellings per hectare (across Residential zones). There is a relatively equal distribution of single houses on small lots and townhouses and villas on strata lots. Apartments are the dominant housing form of dwelling in the R60 zone. In the western portion of the Precinct, there are 3,413 dwellings and the net residential site density of 24 dwellings per hectare (across Residential zones), with a wide proportion of single houses and villas, with apartments and terraces in the R60 areas.

Landscape and Public Realm

The Precinct has relatively wide streets, most with a good coverage of large and mature tree canopy and footpaths. There has been significant loss of tree canopy from private land through infill redevelopment which is being addressed through the *Town's Urban Forest Strategy and Implementation Action Plan*.



Figure 14.4 – Extent of infill development



This precinct contains one of the largest and most uniform collections of period homes in the Perth metropolitan region and possibly Australia. Strict planning policies and guidelines have sought to conserve the cultural heritage of this precinct, which dates from the late 19th Century and early 20th Century, and ensures that new development respects this heritage while providing for modern lifestyles.

Opportunities And Challenges

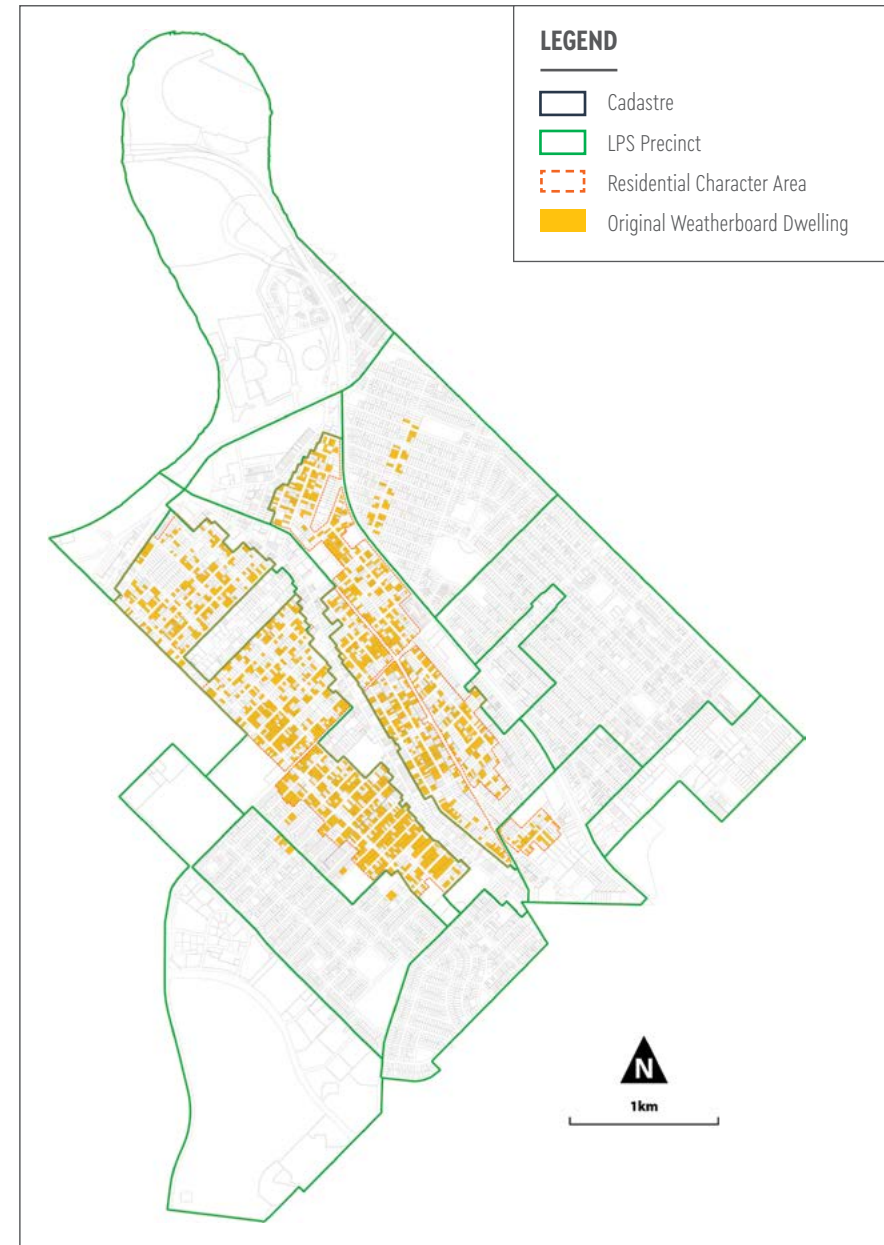
This section discusses the key planning opportunities and challenges addressed by the *Local Planning Strategy* and recommendations for the future *Local Planning Framework*, including the new *Local Planning Scheme No.2* zones, reserves and planning controls where relevant.

Addressing the Potential for Urban Consolidation

The Precinct contains some of the oldest suburbs in the Perth metropolitan area with subdivisions dating from 1892 through to 1907. Given the presence of original dwellings and intact character streetscapes worthy of retention and the extent of infill development already achieved under the current TPS No.1, there is little opportunity or value in investigating further opportunities for urban consolidation as proposed in the *Central Sub-Regional Planning Framework*.

The Town is preparing the Albany Highway Activity Centre Plan that will include streetscape design guidance for key approaches to Albany Highway including Mint Street to the railway line and Carlisle train station. The Plan may also include some recommendations around built form that should be considered in the preparation of the new LPS No.2, Local Planning Policies and/or a future plan for the Carlisle Town Centre. The Albany Highway Activity Centre Plan will be prepared during 2020–2021. In addition, the PTA's *draft Station Access Strategy (PTA 2019)* recommends improving accessibility and the actual and perceived safety of streets and public spaces surrounding and leading to Carlisle Station, particularly given the anticipated future increase in patronage and pedestrian activity.

Figure 14.5 – Residential Character Area showing original and weatherboard dwellings



Future Planning Framework

OBJECTIVES

The objectives for the Character Area (East and West) LPS Precinct are:

- 14.1 To require the conservation and retention of 'original dwellings' within a proposed Residential Character Special Control Area.
- 14.2 To enhance the streetscape character that is attributed to the presence of original dwellings and the sympathetic character of new development.
- 14.3 To ensure the special and particular elements of streetscape character are considered in all land use and development proposals.

ACTIONS

ACTION	TIMEFRAME
<i>Local Planning Scheme No.2 (LPS No.2) and Local Planning Policies</i>	
14.1 Transition the current TPS No.1 zones, R-Code densities and development requirements into LPS No.2, including the proposed TPS No.1 amendment to introduce a Special Control Area (Character Retention Area) over the Character Retention Area and amendments to Local Planning Policy 25 – Streetscape.	SHORT-TERM



15. Carlisle Town Centre

The Carlisle Town Centre Precinct encompasses land around the Carlisle Train Station and along portion of Archer Street in Carlisle. The Precinct boundaries are roughly guided by the existing Archer Street local centre zone, commercial development around the Apollo Way intersection, and land around the Carlisle Train Station that has right-of-way access and is not affected by the Character Retention Area.

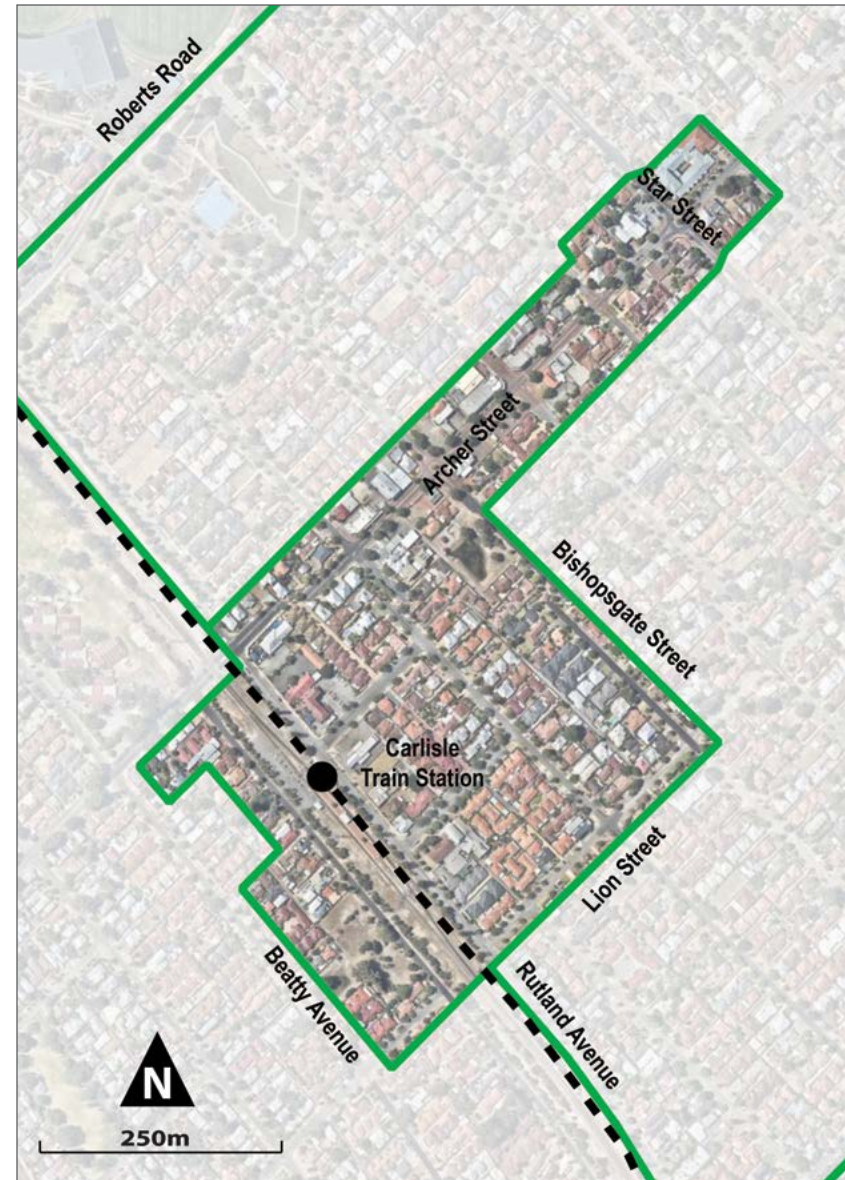


Figure 15.1 - Carlisle Town Centre LPS Precinct

Current Planning Framework

The planning, subdivision and development of land within the Precinct is guided by multiple State government strategies and policies. The key documents are outlined below and the Town of Victoria Park must address these through the review and update to the Local Planning Framework.

STATE GOVERNMENT

Perth and Peel@3.5million Central Sub-Regional Planning Framework (WAPC, 2018)

The State Government's metropolitan planning strategy, *Perth and Peel@3.5million Central Sub-Regional Planning Framework*, designates land around Carlisle Train Station as a Station Precinct and Archer and Mint Streets as Urban Corridors. The *Central Framework* seeks to optimise the use of land in these locations close to existing public transport infrastructure through targeted increases in the density and diversity of housing, business activity, jobs and community activities.

State Planning Policy 4.2 – Activity Centres for Perth and Peel (WAPC 2010)

The policy guides the size and mix of commercial activity, density of housing and built form and urban design of Activity Centres according to a hierarchy of centres of varying sizes and functions. The Local Centre zone on Archer Street is designated a Neighbourhood Centre according to the SPP 4.2 activity centre hierarchy. Neighbourhood Centres form important local community places that provide for daily to weekly household shopping, convenience retailing, community facilities and small-scale offices, as well as medium density housing. SPP 4.2 sets a residential density target of between 15 and 25 dwellings / hectare (per gross hectare⁴) in Neighbourhood Centres within the 200 metres walkable catchment.

METRONET

METRONET is a major project of the State government which has committed over \$415 million (including Federal funds) to remove the level railway crossings including the crossing at Mint and Archer Streets. The project may include the relocation and redevelopment of the Carlisle Train Station and redevelopment of land around the station. The METRONET project is also assessing options for the Mint Street crossing to prepare a business case for further funding from Infrastructure Australia.

⁴ Typically, the average R Code (or net density) equivalent is two to three times the number of dwellings per gross hectare.

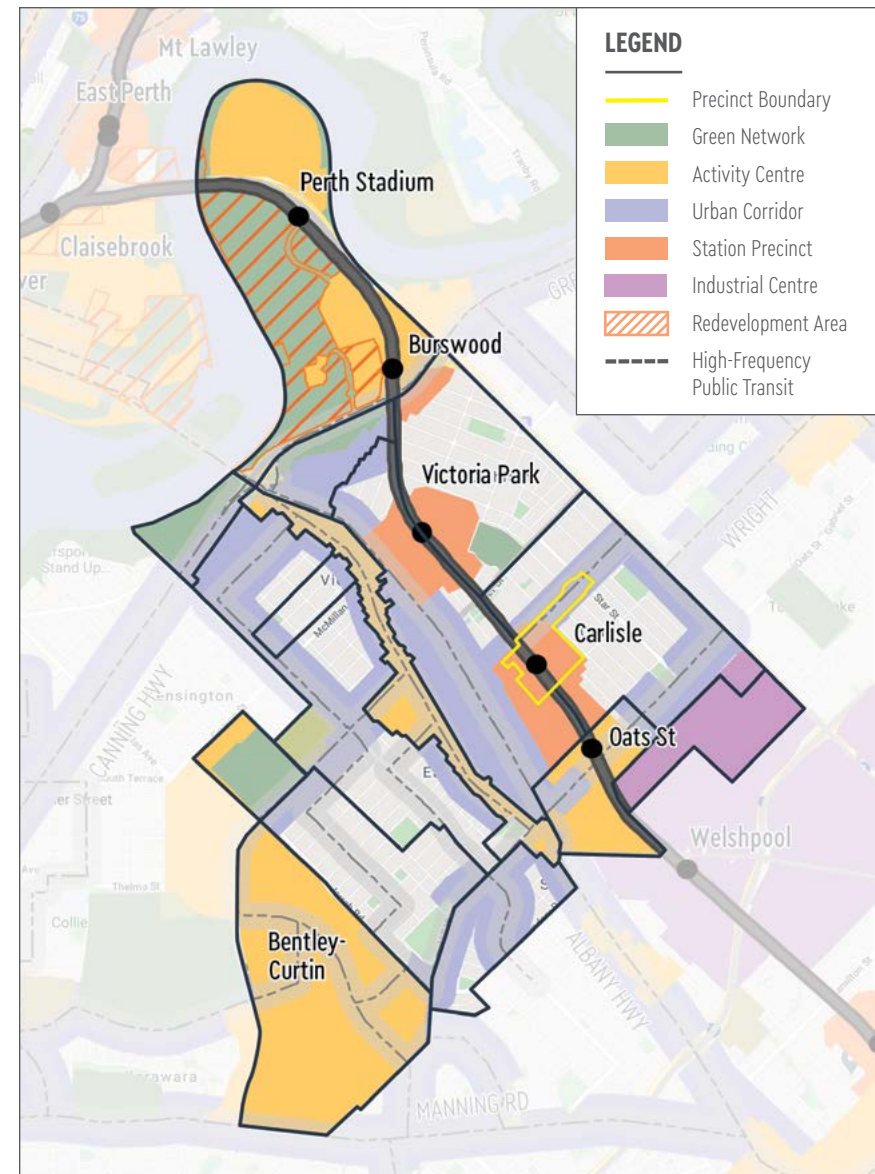


Figure 15.2 – Central Sub-Regional Planning Framework

TOWN OF VICTORIA PARK

The Town of Victoria Park has adopted a number of Informing Strategies that must be addressed through the Local Planning Framework. This section provide an outline of the key documents and a description of the current Town Planning Scheme No.1 planning controls for Precinct which are under review through the *Local Planning Strategy*.

Draft Activity Centre Strategy (Planwest, 2017)

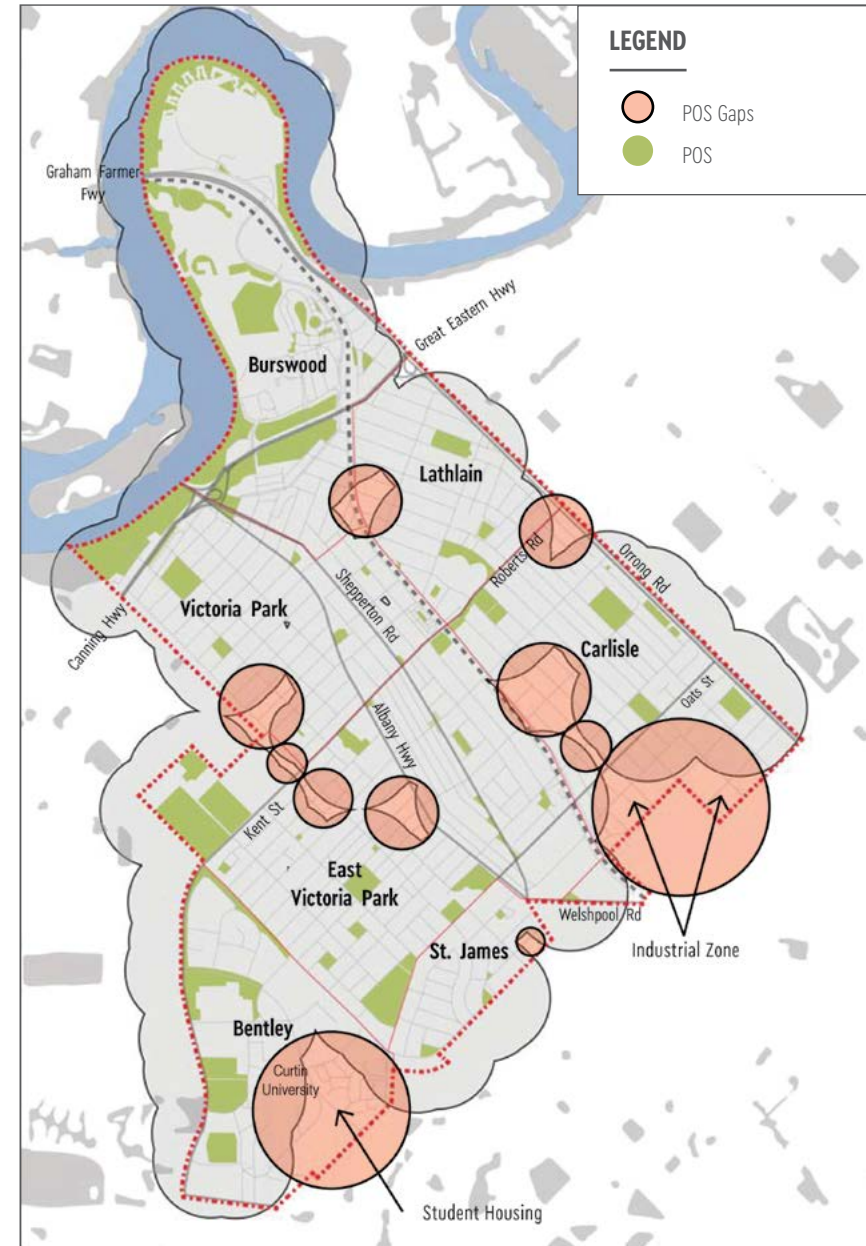
The Town's *draft Activity Centre Strategy* examined the Local Centre zone on Archer Street and the Commercial zone along Rutland Avenue and recommended:

- consolidation of the commercial zones by introducing an R30/R60 split coding in the Activation Area with R60 subject to mixed use on ground floor, residential above and max. Four stories height limit.
- removing the restriction on multiple dwellings (apartments) along Mint Street between the railway and Albany Highway.

Public Open Space Strategy (2019)

The Town's *Public Open Space Strategy* identified a deficiency in access to neighbourhood parks in this part of Carlisle. To address the shortfall, the *Strategy* recommends investigating the potential for re-use and development of a number of drainage sumps (subject to drainage and engineering investigations) and the creation of new parks in future redevelopment plans for the Carlisle Town Centre Precinct.

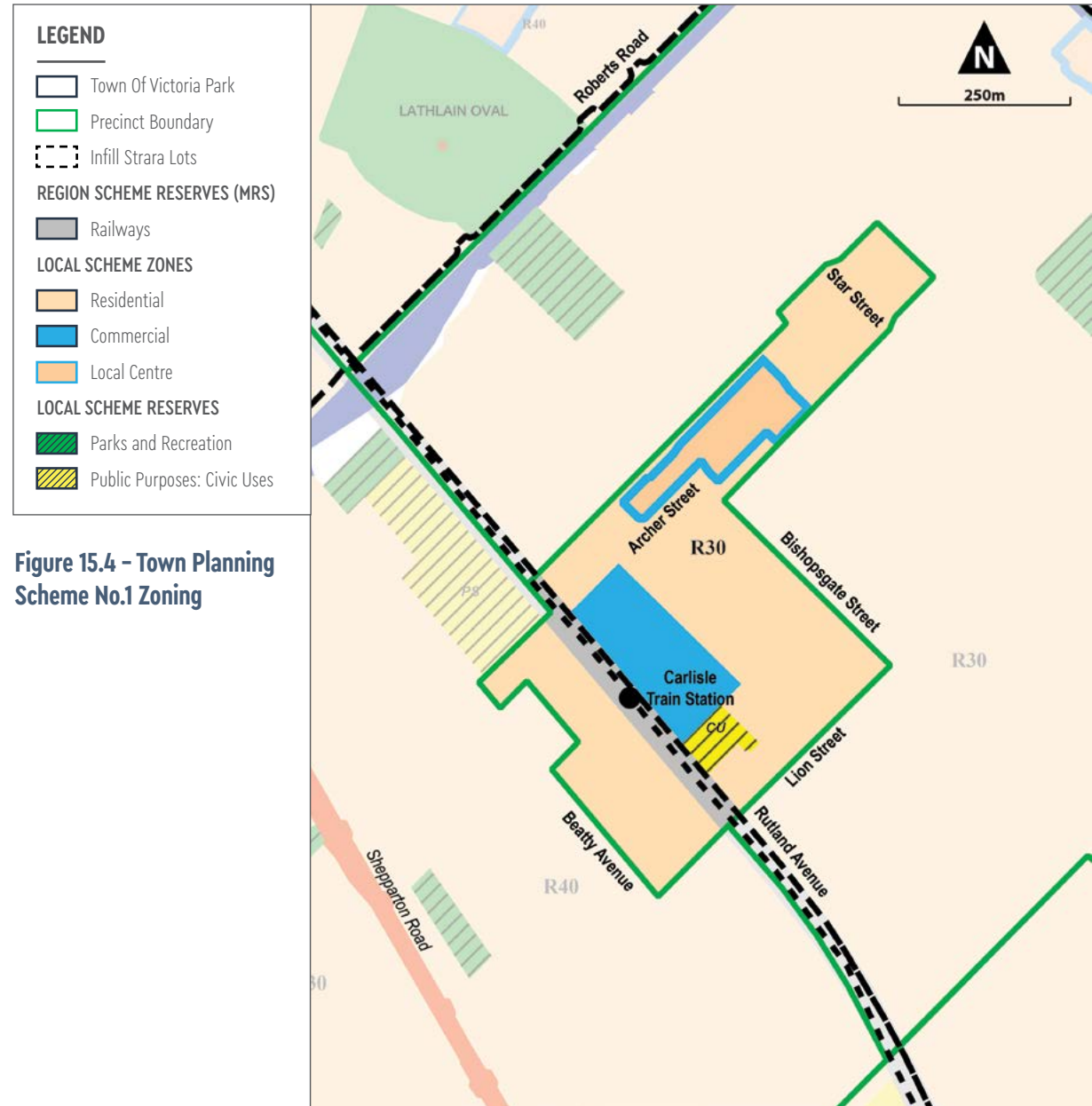
Figure 15.3 – Public Open Space Deficit



Town Planning Scheme No.1 (TPS No.1) and TPS Precinct Plan

The current Town Planning Scheme zones and key planning controls under review in the *Local Planning Strategy* are shown in Figure 4 and outlined below. In addition to TPS No.1 zones, current place-specific planning controls are:

- **Carlisle Precinct Plan P8** – facilitates lower scale and intensity development, medium density housing (R30), multiple dwellings not permitted and commercial development to a maximum plot ratio of 0.5 with a residential density code of R30.
- **Shepperton Precinct Plan P10** – facilitates lower scale and intensity development, medium density housing (R40), multiple dwelling not permitted and commercial development to a maximum plot ratio of 0.5 with a residential density code of R30.



Existing Character

The outline of the Precinct's existing character provides context for discussion of opportunities and challenges and Strategy recommendations for the future Local Planning Framework.

Urban Structure & Movement Network

Archer-Mint Street is a defining feature of the Precinct and is a District Distributor 'B' road carrying 13,000 vehicles per day and four bus routes that connect Elizabeth Quay Bus Station, Belmont, Curtin University, Redcliffe, Forrestfield and Maida Vale. Mint-Archer Streets form a key east-west movement link through the Town from Albany Highway to a signalised intersection at Orrong Road.

The Precinct is dissected by the Perth-Armadale railway line. The Carlisle Train Station opened in 1893 as Haydon's Siding. The station ranks 57 out of a total of 69 suburban stations for average weekday boardings (March 2018)⁵. The travel time between Carlisle Station and Perth Station is approximately 13 minutes.

The traditional grid street network across broader Carlisle extends across the Precinct creating uniform street blocks. There are 14 rights-of-way (ROWs) across the Precinct, many still registered as being owned by the original subdivider of the area.

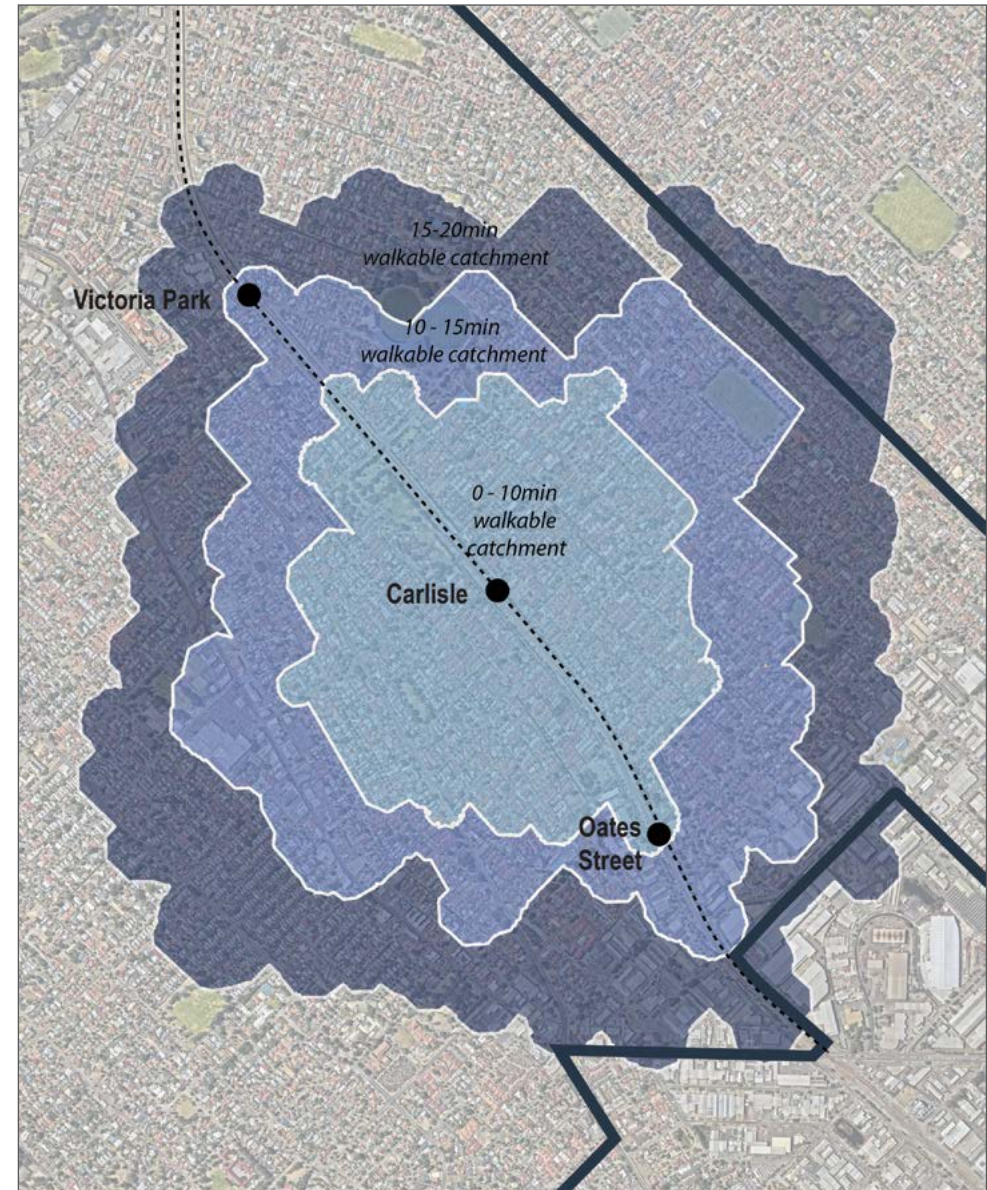


Figure 15.5 – Walkable 'Ped-Shed' Catchment from Carlisle Station

5. FLYT, *DRAFT Station Access Strategy – 11a Carlisle Station* (Perth: Public Transport Authority, 11/ 2019)

Land Use and Built Form

The Precinct supports a variety of commercial and community uses such as a local shops and restaurants, residential aged care facilities, a community centre, the Carlisle Hotel, Uniting Church and children's day-care centre. In 2015-17, the Department for Planning, Lands and Heritage (DPLH) *Land Use and Employment Survey* identified just over 11,000 sqm of commercial floor space in the Precinct, with Shop Retail making up 23% of total floor space and Accommodation 23%. Vacant floor space was high at 14%.

Figure 15.6 - Types of Land Uses by Floor Space Area (minus residential)

(Source: DPLH, 2017)



There are around 315 dwellings in the Precinct, and the net residential site density is around 18 dwellings per hectare (across Residential and Commercial Zones). The majority of residential zoned lots have been developed to the maximum density permitted under the current TPS No.1 predominately for single storey villas (grouped dwellings).

Figure 15.7 - Extent of infill development to-date



Landscape and Public Realm

The Precinct has a relatively good coverage of mature trees along roads and shading footpaths, with the exception of the pathway along Rutland Avenue. The Archer Street centre is highlighted by red road pavement and has planter boxes and some seating.



METRONET's level crossing removal project at Archer and Mint Streets will shine a spotlight on the latent potential in the Carlisle Town Centre for business growth and shop-top apartments to add to this already bustling local centre.

Opportunities and Challenges

This section discusses the key planning opportunities and challenges addressed by the *Local Planning Strategy* and recommendations for the future Local Planning Framework, including the new *Local Planning Scheme No.2* zones, reserves and planning controls where relevant.

Addressing Public Open Space Shortage

The Town's Public Open Space Strategy (POSS) identified a need for more open space and for potential re-use of drainage sumps and/or within the station precinct redevelopment. The POSS recommendations will be progressed via the POSS Implementation Plan. Refer to the Infrastructure Funding Chapter for discussion on contributions to POS.

Consolidation and Intensification of the Carlisle Town Centre

Designation of land within the Carlisle Town Centre Precinct as a station precinct and urban corridor in the State Government's *Central Sub-Regional Framework* requires investigation of the potential for intensification of residential and/or commercial activity and potential changes to TPS zones, R-Code densities and development requirements. The Town's *draft Activity Centres Strategy* recommends consolidation of commercial areas and activity between Archer Street and Rutland Avenue and higher densities within and surrounding the centre.

Any future changes to the planning framework will be dependent on the timeframes and outcomes from METRONET's Mint Street Level Crossing Removal project⁶ which is assessing options to shift the railway above or below ground level while retaining Mint-Archer Street and the station at ground level. Each option will produce different impacts on the availability of land for redevelopment and potentially the land use and building design in response to railway noise. The Town is currently engaging with METRONET regarding redevelopment opportunities around Carlisle Station.

It is recommended that the Town designates the Carlisle Town Centre LPS Precinct as a Strategic Investigation Area and that a future planning study be undertaken to identify redevelopment potential and changes to the planning framework with consideration of:

- the outcomes of the METRONET Level Crossing Removal project and re-definition of the Activity Centre boundaries to guide future investigation of development opportunities and changes to the planning framework.
- opportunities to address gaps in neighbourhood level public open space through new parks and/or public plazas.

- opportunities for higher density residential and mixed use development to provide housing diversity and choice (eg. shop-top housing, apartments, townhouses etc).
- opportunities to expand the range of commercial activities and community spaces to extend the main street environment and meet the needs of the broader Carlisle and East Victoria Park community within the functions of a Neighbourhood Activity Centre.
- opportunities to update development requirements to deliver high quality design at the interface of buildings and public spaces that contributes to a people friendly and distinctive main street environment, including development that opens up access to and activates laneways (right-of-ways).
- the constraint posed by the multiplicity of landowners, smaller lots and newer houses recently developed under the current TPS1 R30 densities that are unlikely to change in the short to medium term.
- consolidation of the commercial zones and commercial activity and consideration of the most suitable zone and densities to achieve planning objectives for the Centre.

Attention to the interface between buildings and streets

The Town is preparing an Albany Highway Activity Centre Plan that will include streetscape design guidance for key approaches to Albany Highway including Mint Street to the railway line and Carlisle train station. The Plan may also include some recommendations around built form that should be considered in the preparation of the new LPS No.2, Local Planning Policies and/or a future plans for the Carlisle Town Centre. The Albany Highway Activity Centre Plan will be prepared during 2020–2021.

In addition, the PTA's *draft Station Access Strategy* (PTA 2019) recommends improving accessibility and the actual and perceived safety of streets and public spaces surrounding and leading to Carlisle Station, particularly given the anticipated future increase in patronage and pedestrian activity.

Accordingly, greater attention to the siting and design of buildings, carparks, public spaces and landscaped areas and to the type of permissible land uses is warranted to create active frontages and safe and welcoming streets. Application of best practice Crime Prevention Through Environmental Design (CPTED) principles should be embedded into any future changes in development requirements and the planning framework.

6. <https://www.metronet.wa.gov.au/projects/level-crossing-removal>

Future Planning Framework

OBJECTIVES

The objectives for the Carlisle Town Centre LPS Precinct are:

- 15.1 To enhance the Precinct's Neighbourhood Centre role as local destination and community focus through the investigation of opportunities for expansion and consolidation of the Centre and development of a more intensive mix of higher density housing, retail, commercial and community activities.
- 15.2 To ensure development contributes to a stronger connection between the Archer Street commercial and community activities and the Carlisle Train Station.
- 15.3 To ensure that development will prioritise the safety, comfort and convenience of pedestrians and cyclists over the movement and parking of private vehicles, and the quality of the public realm – building interface to create human-scaled, fine-grained character that expresses Carlisle's unique local identity and sense of place.

ACTIONS

ACTION	TIMEFRAME
Strategic Planning	
15.1 Designate the Carlisle Town Centre Precinct as a Strategic Investigation Area. Following sufficient progress of the METRONET Mint Street Rail Level Crossing, re-define the boundaries of the Activity Centre and prepare an Activity Centre Plan to guide any future changes to the planning framework as required.	SHORT to MEDIUM TERM
Local Planning Scheme No.2 (LPS No.2) and Local Planning Policies	
15.2 Transition existing TPS No.1 zones/reserves, R-Code densities and development requirements to LPS No.2.	SHORT TERM
15.3 Following completion of a Structure Plan / Activity Centre Plan (refer to Action 15.1), prepare a strategic amendment to LPS No.2 to implement the Plan where relevant.	MEDIUM TERM

16. Carlisle Residential

The Carlisle Residential Precinct generally covers the residential neighbourhood of Carlisle, except for land in the Carlisle Town Centre-Station Precinct and the Oat Street Station Precinct, and land zoned Industry.

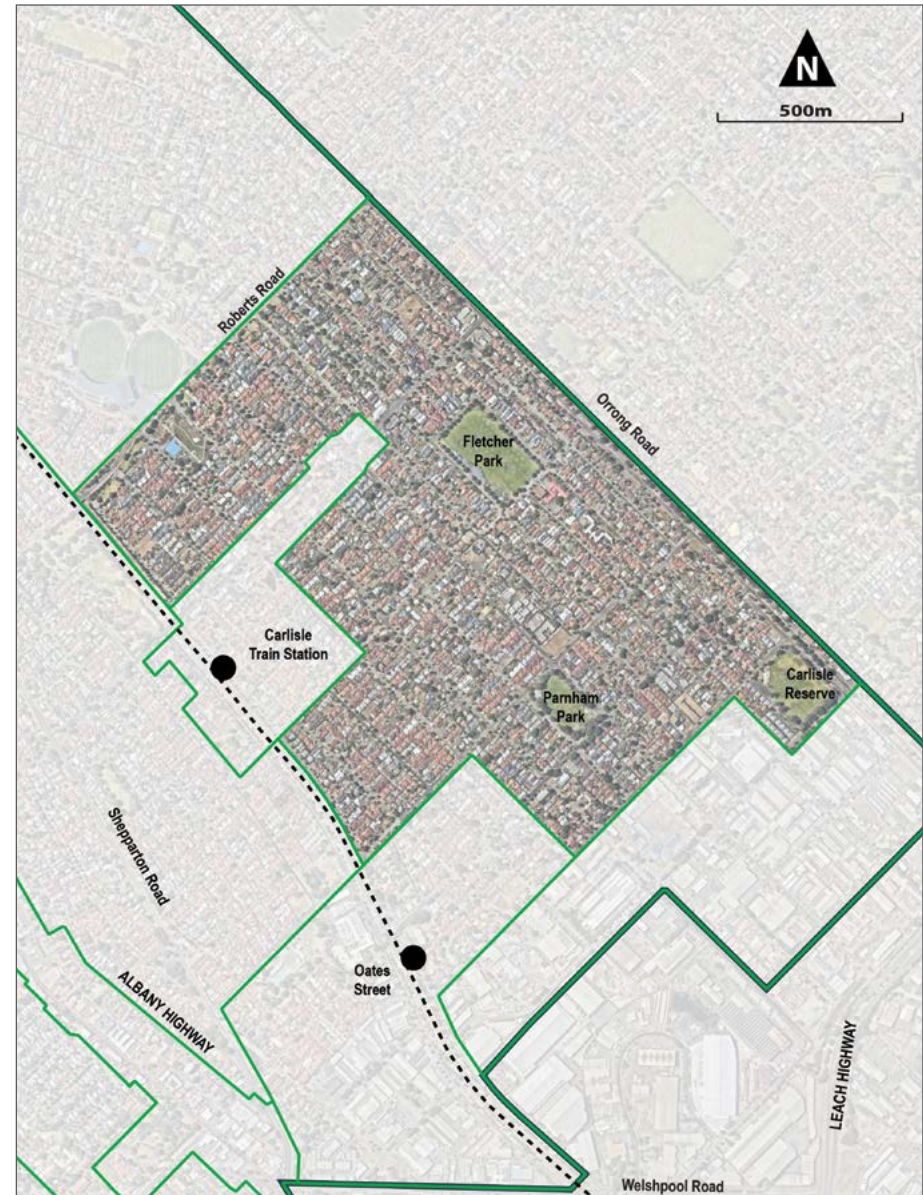


Figure 16.1 - Carlisle Residential Precinct

Current Planning Framework

The planning, subdivision and development of land within the Precinct is guided by multiple State government strategies and policies. The key documents are outlined below and the Town of Victoria Park must address these through the review and update to the Local Planning Framework.

STATE GOVERNMENT

Perth and Peel@3.5million Central Sub-Regional Planning Framework (WAPC, 2018)

The State Government's metropolitan planning strategy, *Perth and Peel@3.5million Central Sub-Regional Planning Framework*, designates Archer and Oats Streets, and portion of Orrong Road as potential Urban Corridors. The Framework seeks to increase residential density and/or other commercial or community activity in these areas, where appropriate, to maximise access to public transit services.

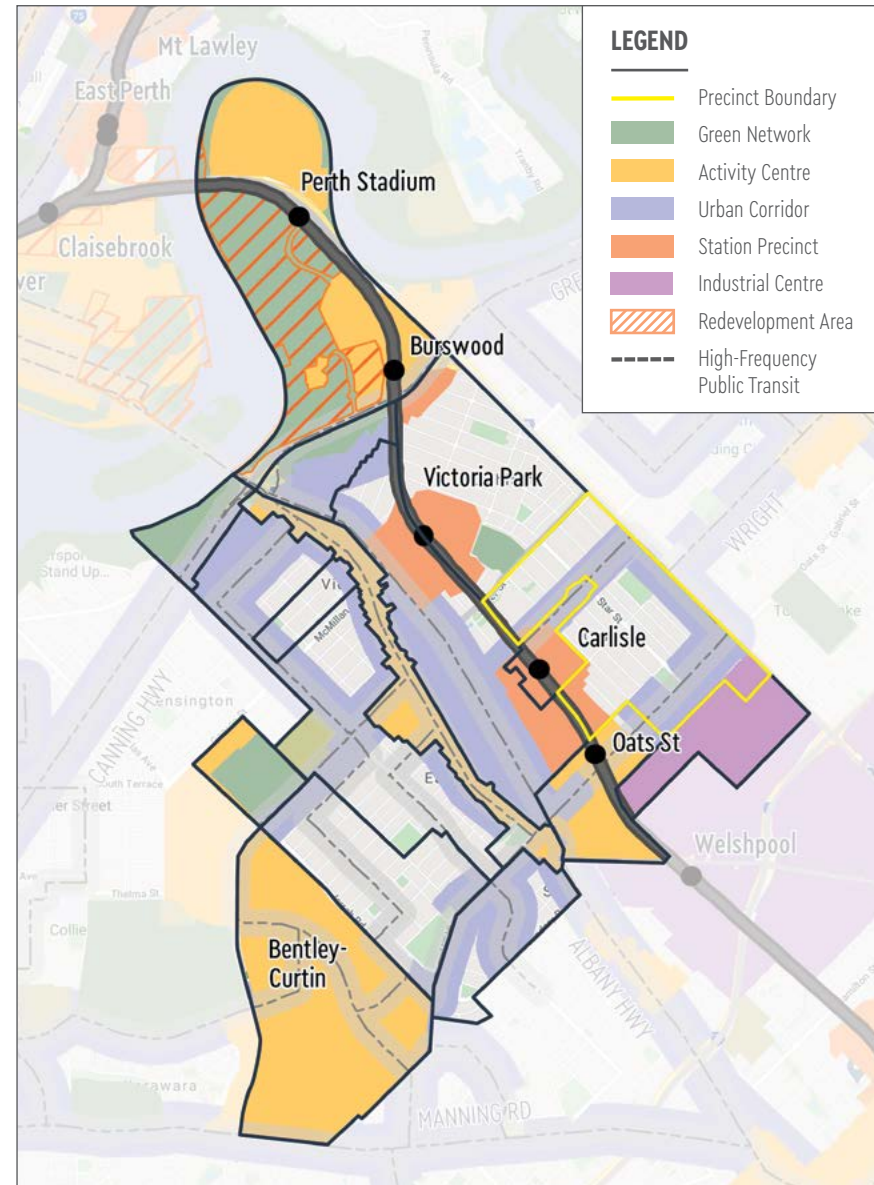


Figure 16.2 –Central Sub-Regional Planning Framework (WAPC, 2018)

TOWN OF VICTORIA PARK

The Town of Victoria Park has adopted a number of Informing Strategies that must be addressed through the Local Planning Framework. This section provides an outline of the key documents and a description of the current Town Planning Scheme No.1 planning controls for the Precinct which are under review through the *Local Planning Strategy*.

Public Open Space Strategy (2019)

The Town's *Public Open Space Strategy* identified several areas deficient in the distribution of neighbourhood parks across parts of Carlisle and made various recommendations to address this shortfall.

Town Planning Scheme No.1 and Local Planning Policies

The current Town Planning Scheme zones and key planning controls under review in the *Local Planning Strategy* are shown in Figure 4 and outlined below. In addition to TPS No.1 zones, current place-specific planning controls are:

- **TPS Precinct Plan P8 (Carlisle)** – permits single and grouped dwellings at R30 density, generally in accordance with the R-Codes, and in keeping with the existing low-scale neighbourhood character. Apartments are not permitted. Development in the Commercial zone shall be a maximum plot ratio of 0.5, with an R30 density where residential development is proposed.

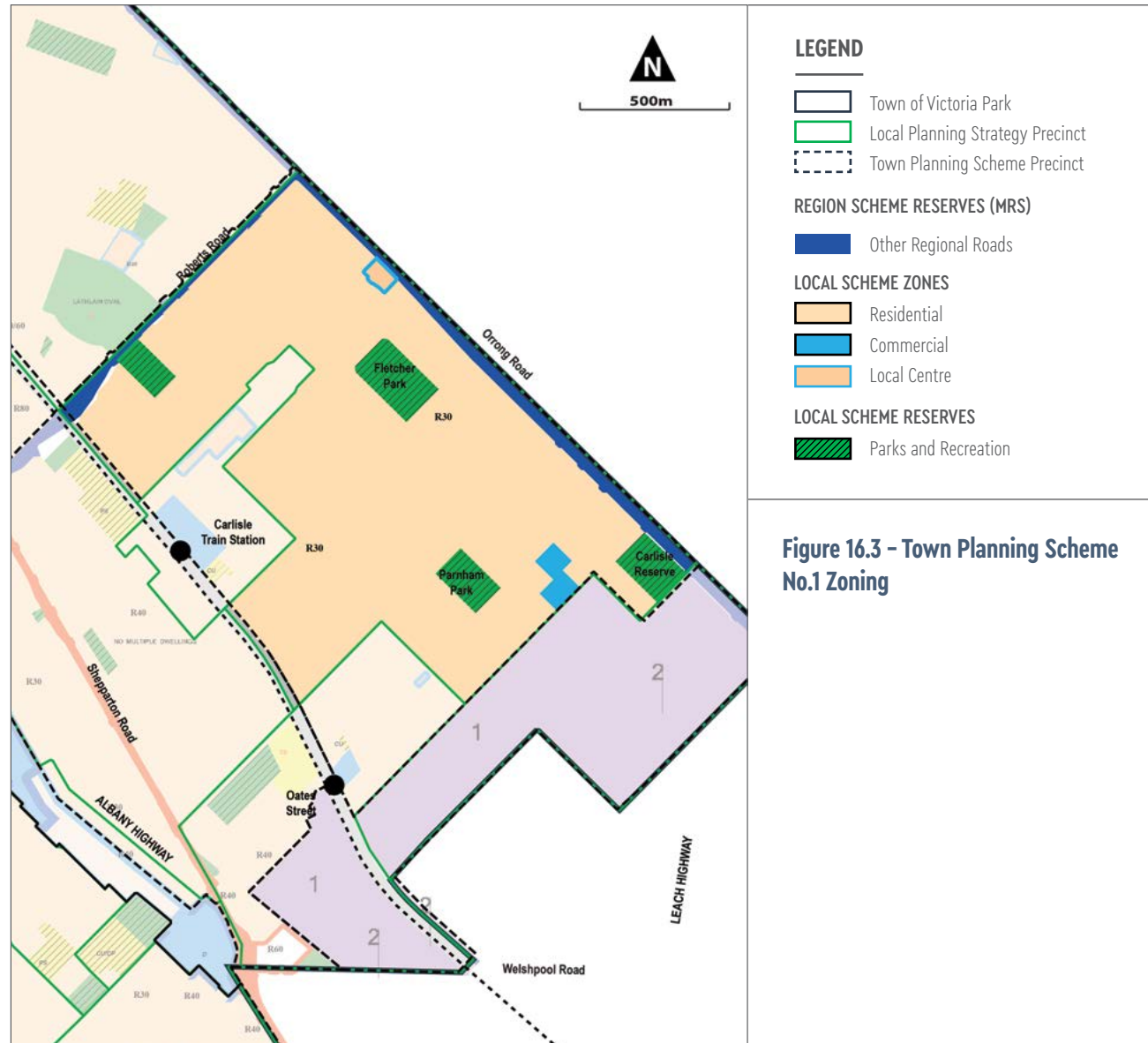


Figure 16.3 – Town Planning Scheme No.1 Zoning

Existing Character

The outline of the Precinct's existing character provides context for discussion of opportunities and challenges and Strategy recommendations for the future Local Planning Framework.

Urban Structure and Movement Network

The road network across the Carlisle Residential Precinct is a traditional grid network forming a relatively uniform pattern of street blocks, some with rear Rights-of-Way (ROWs). Residential lots range from 249 sqm to 3,274 sqm with many having been subdivided under the R30 density code to around 260 sqm.

Star and Bishopsgate Streets are Local Distributor Roads, Roberts Road, Archer Street and Oats Streets are District Distributor Roads and Orrong Road is a Primary Distributor Road. Bus routes run along Archer, Star and Oats Streets and a large proportion of Carlisle is within a 10-minute walk (800 metres) of Carlisle or Oats Street Train Stations. A regional bike path (Principal Shared Path) runs along the railway line.

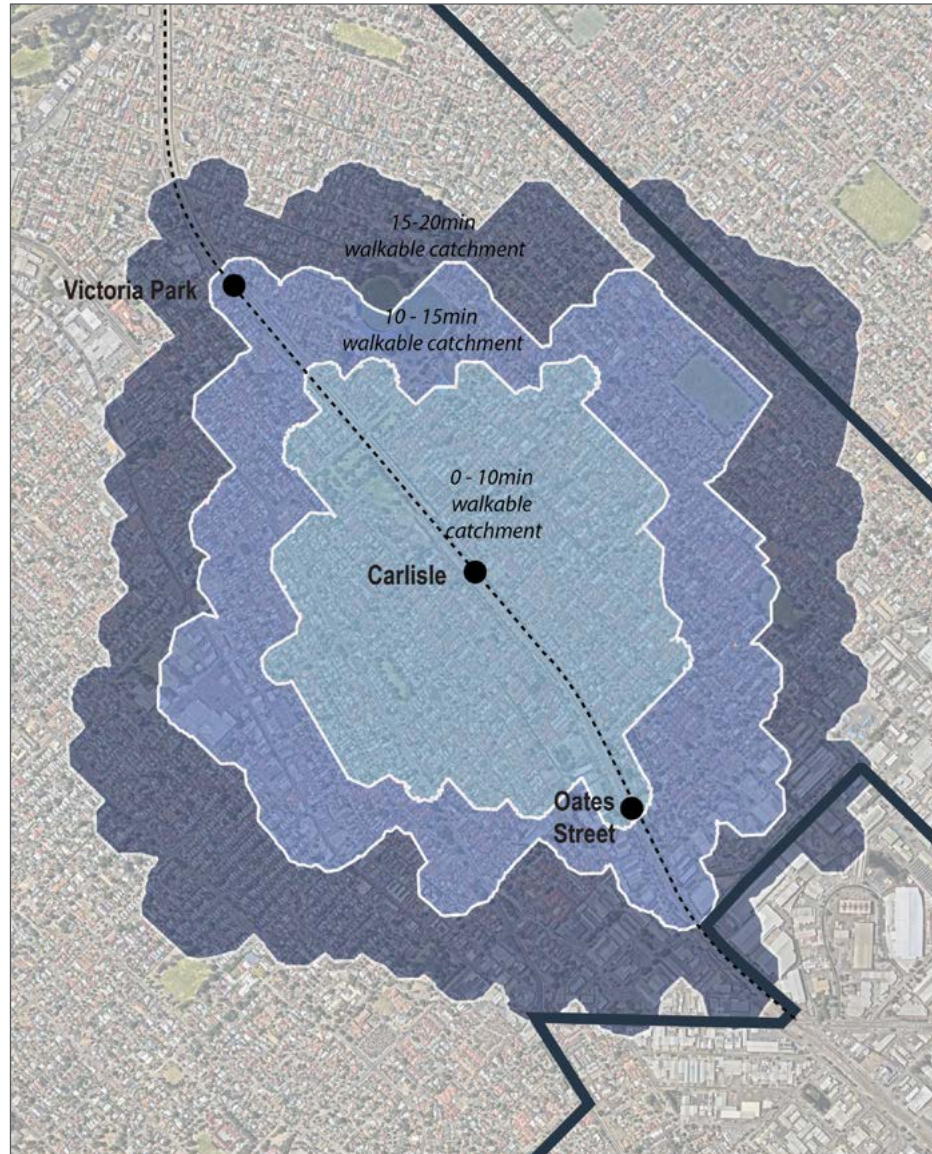


Figure 16.4 - Walkable distances from Carlisle and Oats Street Train Stations
(Source: Draft Carlisle Train Station Access Strategy, prepared for PTA by Flyt, 2019)

Land Use and Built Form

The Precinct contains a variety of traditional neighbourhood community and institutional land uses such as churches, pre-primary and primary school, parks / sporting ovals, aged care and disability support accommodation.

The Commercial zone around the corner of Oats and Harris Streets comprise mostly residential buildings with a delicatessen and several commercial activities (such as radiator, upholstery and vintage shops). The Local Centre zone along Orrong Road accommodates two fuel stations and a fast food outlet. In 2015-17, the State Government's *Survey of Land Use and Employment* identified 790 sqm of occupied floor space in the local centre on the corner of Archer Street and Orrong Road, although the IGA supermarket has since closed, and 2,245 sqm commercial floor space in the Oat Street Commercial zone.

There are 2,700 dwellings in the Precinct, and the net residential site density is 21 dwellings per hectare (across Residential and Local Centre / Commercial zones). The dominant housing type is single storey grouped dwelling villas, followed by single houses.

Landscape and Public Realm

The Precinct has relatively wide streets, most with a good coverage of mature trees and footpaths, however there has been significant loss of tree canopy on private land through infill redevelopment. There are several large parks accommodating community and sporting facilities and ovals.





Re-subdivision of original larger lots across Carlisle has contributed to housing choice and affordability that suits singles, couples and families alike.

Opportunities and Challenges

This section discusses the key planning opportunities and challenges addressed by the *Local Planning Strategy* and recommendations for the future Local Planning Framework, including the new *Local Planning Scheme No.2* zones, reserves and planning controls where relevant.

Response to Central Planning Framework – Urban Corridors

The *Central Sub-Regional Planning Framework* designates the entire length of Archer Street, Oats Street and part of Orrong Road as potential Urban Corridors. The Town must address whether an increase in density is suitable for these areas to facilitate higher dwelling yields.

Under the current TPS No.1 most of Carlisle is zoned Residential R30 density. This has resulted in extensive infill redevelopment of original properties, most with single storey grouped dwelling villas (2–3 per lot) and to a lesser extent, 5–6 villa complexes and small lot single terrace homes. There has been no development of apartments as they are not currently permitted under the R30 zone. As such, a large proportion of the Precinct has been developed to the maximum density permitted under R30 and remaining 'undeveloped' lots are scattered across the Precinct.

The R30 zone has resulted in an increased supply of housing in Carlisle at relatively affordable prices. While redevelopment to R30 has contributed to increased diversity of housing across the Town generally, there is limited diversity within Carlisle itself. In effect, the types of houses being developed reflect the original housing stock (smaller 3 bedroom by 1–2 bathroom stand-alone dwellings), only in a more dense pattern with less space around and between houses, loss of mature trees, more driveways and hardscapes along streets and less private open space areas. The new pattern of development reflects the intent of the TPS Precinct Plan for low-scale neighbourhood character but in reality there has been a change in neighbourhood character, while providing significant benefits to property owners and residents seeking smaller, more affordable homes.

The *Central Sub-Regional Planning Framework* suggests residential densities between R40 to R60 for Urban Corridors to facilitate the development of small-scale apartments (ie. 2–3 storeys) to achieve meaningful dwelling yields and provide for greater numbers of people to live close to public transit. Given the limited amount of developable larger lots and their distribution across Carlisle, any change in density would only be effective across a wider area. This would result in a significant change in neighbourhood character, although it would improve housing diversity.



Figure 16.5 – Extent of infill development

However, this scale of change was not envisaged by the community during the 2016–17 Strategic Community Plan engagement, and the community's preference was for targeted locations for density around train station precincts and within activity centres. In view of this direction and the limited gain from any increase in density to meet the Urban Corridor concept, changes in density for the Carlisle Residential Precinct are not recommended.

The community also identified the need for more granny flats and multi-generational living opportunities in Carlisle during the 2016–17 engagement. The Housing Chapter recommends changes to the Residential Codes (R-Codes) to encourage more ancillary and special purpose smaller homes (including aged). Planning for intergenerational housing is more complex and requires further investigation. In any event, two grouped dwellings can be designed as attached dwellings, with additional fire-proofing to operate as a multigenerational home, and the same applies for communal-style grouped dwelling complexes.

Minor Adjustments to Commercial Areas

TPS No.1 does not provide any specific guidance on the application of the R30 zone over the Commercial and Local Centre zones and this has resulted in the Commercial zone along Cohn Street being developed solely for residential uses. The commercial areas in the Carlisle Residential Precinct are relatively small, but they make a valuable contribution to the provision of commercial services, activities and employment, as well as interest and diversity from an urban landscape (probably the wrong word – form, diversity, interest?) perspective, and should be retained for commercial activity and/or mixed use (for instance residential above commercial).

As such the following is recommended:

- the Commercial zone on Cohn Street should be rezoned to Residential R30 in LPS No.2 to reflect the residential land use;
- the Local Centre zone at 44 (Lot 61) Archer Street (corner Orrong Road) should be extended over the entire lot to reflect the existing commercial activity; and
- the development requirements for the Commercial and Local Centre zone should be amended to limit residential development to first floor and above along the primary street frontage, and should increase plot ratio to 0.8 to maximise development of land, subject to retention of mature trees and provision of on-site car parking.

Note that the Economic and Housing Chapters propose the preparation of a generic Local Planning Policy for Local and Neighbourhood Centres (and other small commercial areas) that will provide consistent and updated planning provisions relating mixed use development.

Minor Adjustments to MRS Zoning

The land bounded by Orrong Road, Cohn, Harris and Briggs Street, is zoned Industrial under the Metropolitan Region Scheme (MRS) but includes public open space and residential uses. The WA Planning Commission should amend the MRS zone to Urban to reflect the use of the land.

Carlisle Minor Town Planning Scheme No.3 (1969)

Original subdivision of the area bounded by Star Street, Roberts Road, Orrong Road and Briggs Street was guided by the Carlisle Minor TPS No.3 but is no longer required. The Council resolved in July 2017 to rescind this Scheme and this will be progressed with the Department for Planning, Lands and Heritage.

Address Public Open Space Shortage

The Town's *Public Open Space Strategy* (POSS) recommends upgrades to several existing parks and investigation of other areas for conversion to parks (subject to consideration of drainage and engineering requirements) to address shortfalls in POS. These recommendations will be progressed through the POSS Implementation Plan. The Infrastructure Funding Chapter recommends developer contributions be used to help fund POS upgrades and new parks.

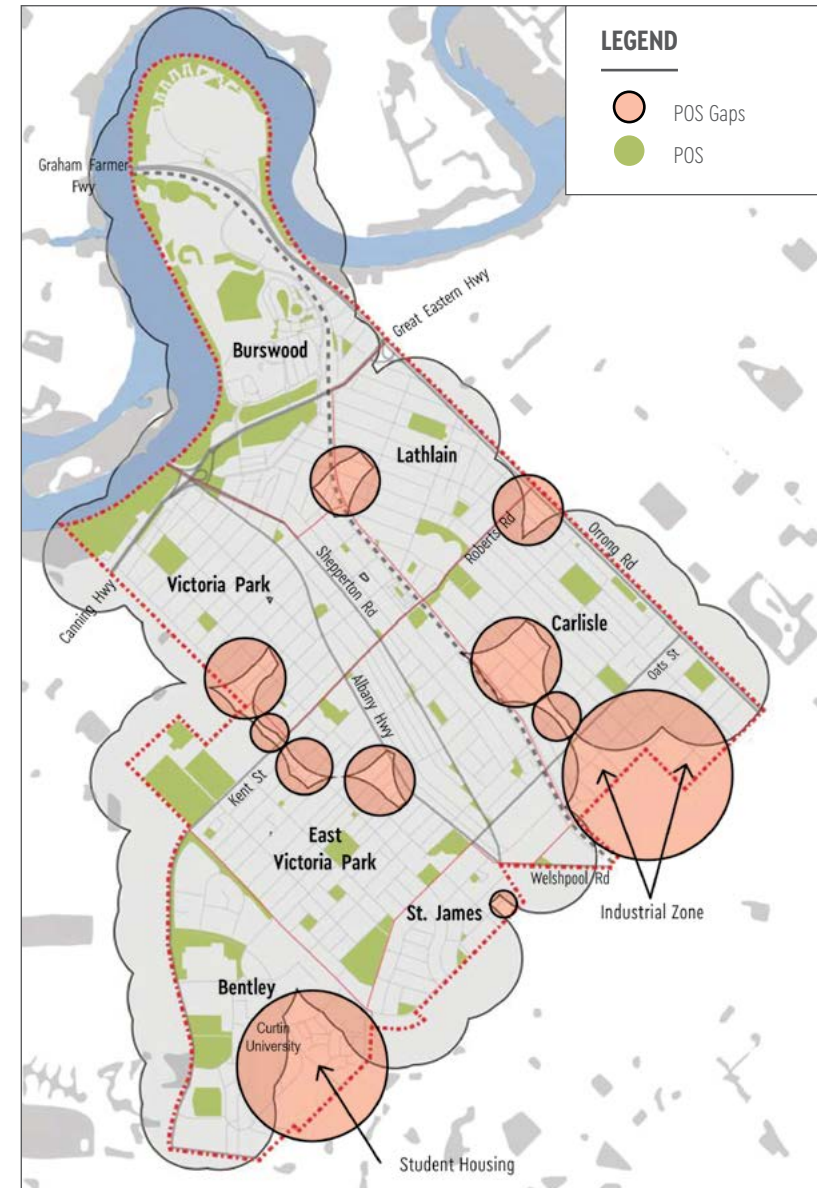


Figure 16.6 – Public Open Space Deficit

Future Planning Framework

OBJECTIVES

The objectives for the Carlisle Residential LPS Precinct are:

- 16.1 To support ongoing redevelopment of properties for low-scale, medium density residential development.
- 16.2 To maintain access to local goods and services, local employment and opportunities for business development through existing local activity centres.
- 16.3 To address gaps in the provision of Public Open Space as per the *Public Open Space Strategy*.

ACTIONS

ACTION	TIMEFRAME
<i>Local Planning Scheme No.2 (LPS No.2) and Local Planning Policies</i>	
16.1 Transition the current TPS No.1 zones, R-Code densities and planning controls into LPS No.2, with the exception of: <ul style="list-style-type: none"> • update development requirements to allow more intense development of commercial zones and provision of residential above ground floor; • rezone Nos. 1/39 to 19/39 Cohn Street and 1/45 to 13/45 Cohn Street from Commercial to Residential R30 to reflect the residential land use; and • rezone portion of No.44 Archer Street (corner Orrong Road) from Residential 30 to Local Centre to reflect the commercial activity across the entire lot. 	SHORT-TERM
16.2 Liaise with the Department for Planning, Lands and Heritage to extinguish Carlisle Minor TPS No.3.	SHORT TERM

17. Oats Street Station

The Oats Street Station Precinct encompasses residential land either side of the Oats Street train station and industrial land south-west of the Perth-Armadale railway line. The Precinct boundaries have generally been guided by the boundaries of the Activity Centre outlined in the *Perth and Peel@3.5million Central Sub-Regional Planning Framework*.

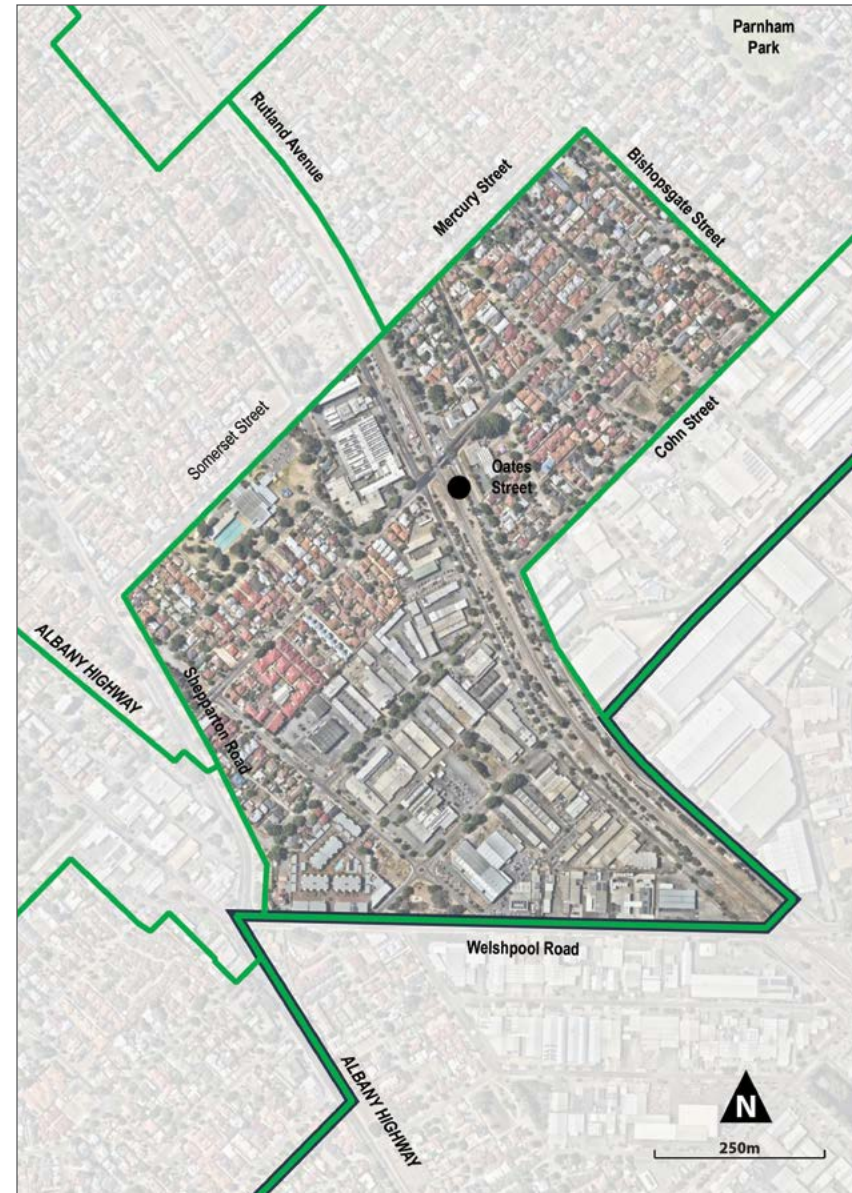


Figure 17.1 – Oats Street Station Precinct

Current Planning Framework

The planning, subdivision and development of land within the Precinct is guided by multiple State government strategies and policies. The key documents are outlined below and the Town of Victoria Park must address these through the review and update to the Local Planning Framework.

STATE GOVERNMENT

Perth and Peel @3.5million Central Sub-Regional Planning Framework (WAPC, 2018)

The State Government's metropolitan planning strategy, Perth and Peel @3.5million Central Sub-Regional Framework, designates land around Oats Street train station as an Activity Centre (including the land zoned Industrial 1 under TPS No.1) and Oats Street and Shepperton Road as Urban Corridors. The Central Planning Framework seeks to optimise the use of land in these locations close to existing public transport infrastructure through targeted increases in the density and diversity of housing, business activity, jobs and community activities.

State Planning Policy 4.2 – Activity Centres for Perth and Peel (WAPC 2010)

The policy guides the size and mix of commercial activity, density of housing and built form and urban design of Activity Centres according to a hierarchy of centres of varying sizes and functions. Oats Street is designated as a District activity centre according to the hierarchy of Centres in SPP 4.2 although the boundaries of the centre are not specifically defined. District Centres have a focus on servicing the daily and weekly needs of residents and their relatively smaller scale catchment enables them to have a greater local community focus and provide services, facilities and job opportunities that reflect the particular needs of their catchments. District Centres should support a mix of land uses and office development should complement the function of the centre. SPP 4.2 sets a residential density target between for District Centres between 20 and 30 dwellings per gross hectare in the Centre and within 400 metres of the Centre, as well as more intense commercial activity.

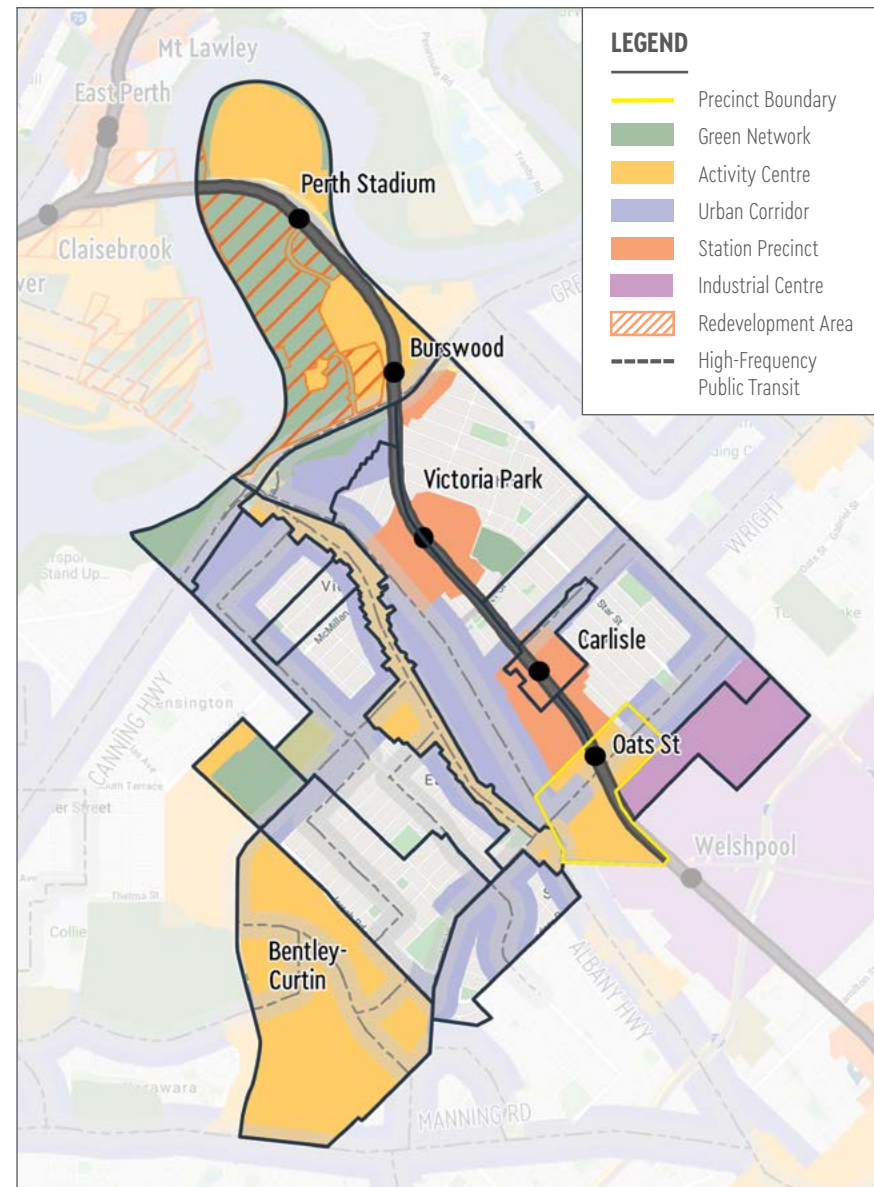


Figure 17.2 – Central Sub-Regional Planning Framework

METRONET

METRONET is a major project of the State government that has committed over \$415 million (including Federal funds) for the removal of level railway crossings including the crossing at Mint and Archer Streets. The project may include the relocation and redevelopment of the Carlisle Train Station and redevelopment of land around the station. METRONET are assessing options for the Mint Street crossing to prepare a business case for further funding from Infrastructure Australia.

TOWN OF VICTORIA PARK

The Town of Victoria Park has adopted a number of Informing Strategies that must be addressed through the Local Planning Framework. This section provides an outline of the key documents and a description of the current Town Planning Scheme No.1 planning controls for the Precinct which are under review through the *Local Planning Strategy*.

Draft Activity Centre Strategy (Planwest, 2017)

The Town's *draft Activity Centre Strategy* made the following comments and recommendations regarding land around Oats Street station:

- there is no identifiable existing centre or rationale for designating the area a District Centre under SPP4.2 and the precise boundaries of the Activity Centre are unclear;
- there are few opportunities for redevelopment due to newer development of grouped dwellings and subdivision of land under the current TPS No.1 R30 and R40 zones, with little sign of a switch from industrial uses in the Industry zone, although the MRS Industrial zone underlying the TPS No.1 Industry zone (west of the railway line) suggests industrial activity may be peripheral to the industrial needs of the region;
- development of a district level centre may be dependent on relocation of the station further south conversion of the industrial area to commercial and residential uses around the new station with local shopping facilities;
- retail modelling indicated future centre land uses should be based on uses other than retailing, predominantly mixed commercial and residential uses with potential for retail floor space of around 2,100 sqm (small neighbourhood centre) to 2031; and

- recommends – change the Industry zone (west of railway) to Residential /Commercial zone and change density across whole area to R30/60 with higher code subject to design criteria and ground floor mixed use (residential/commercial).

Public Open Space Strategy (2019)

The Town's *Public Open Space Strategy* identified a deficiency in access to neighbourhood parks in this part of Carlisle. To address the shortfall, the Strategy recommends investigating the potential for re-use and development of a number of drainage sumps (subject to drainage and engineering investigations) and creating new parks in future redevelopment plans for the Oats Street Station Precinct.

Town Planning Scheme No.1 and Precinct Plan

The current Town Planning Scheme zones and key planning controls under review in the *Local Planning Strategy* are shown in the Figure and outlined below. In addition to TPS No.1 zones, current place-specific planning controls are:

- **TPS Precinct Plan P8 Carlisle** – facilitates low-scale, medium density residential development (single houses and grouped dwellings) with retention of original homes to conserve character and amenity. Multiple dwellings are not permitted. Commercial development shall be a maximum plot ratio of 0.5.
- **TPS Precinct Plan P10 Shepperton** – facilitates low-scale, medium density residential development and special purpose residential that shall enhance existing character and remaining quality housing with matching low-scale development in landscaped surrounds. Any expansion of functions and/or populations at the TAFE or Somerset Pool should not impact on adjoining residential amenity. Multiple dwellings are not permitted except in the R40 area south-east of Oats Street. Development in the Special Use zone shall be subject to an approved Local Development Plan, and the Eastern Gateway plan which was granted approval in 2001 provides for a wide diversity of commercial, accommodation and residential uses (R60).
- **TPS Precinct Plan P9 Welshpool** – facilitates small-scale light industrial uses and complementary non-industrial uses (eg. warehouses, showrooms, R&D offices) in the Industrial 1 zone and general industry in the Industrial 2 zone, to a maximum plot ratio of 1.

Part of the Precinct between Shepperton Road and the railway lies within the Residential Character Area as per Local Planning Policy 25 – Streetscapes that aims to conserve original dwellings (constructed prior to 1945) and ensure new development makes a positive contribution to streetscape character.

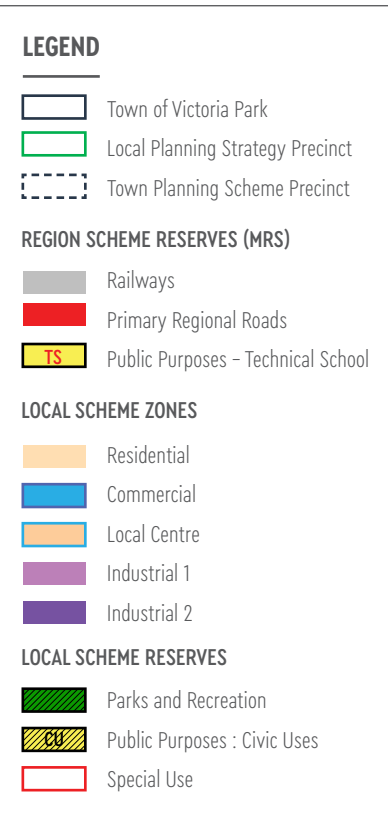
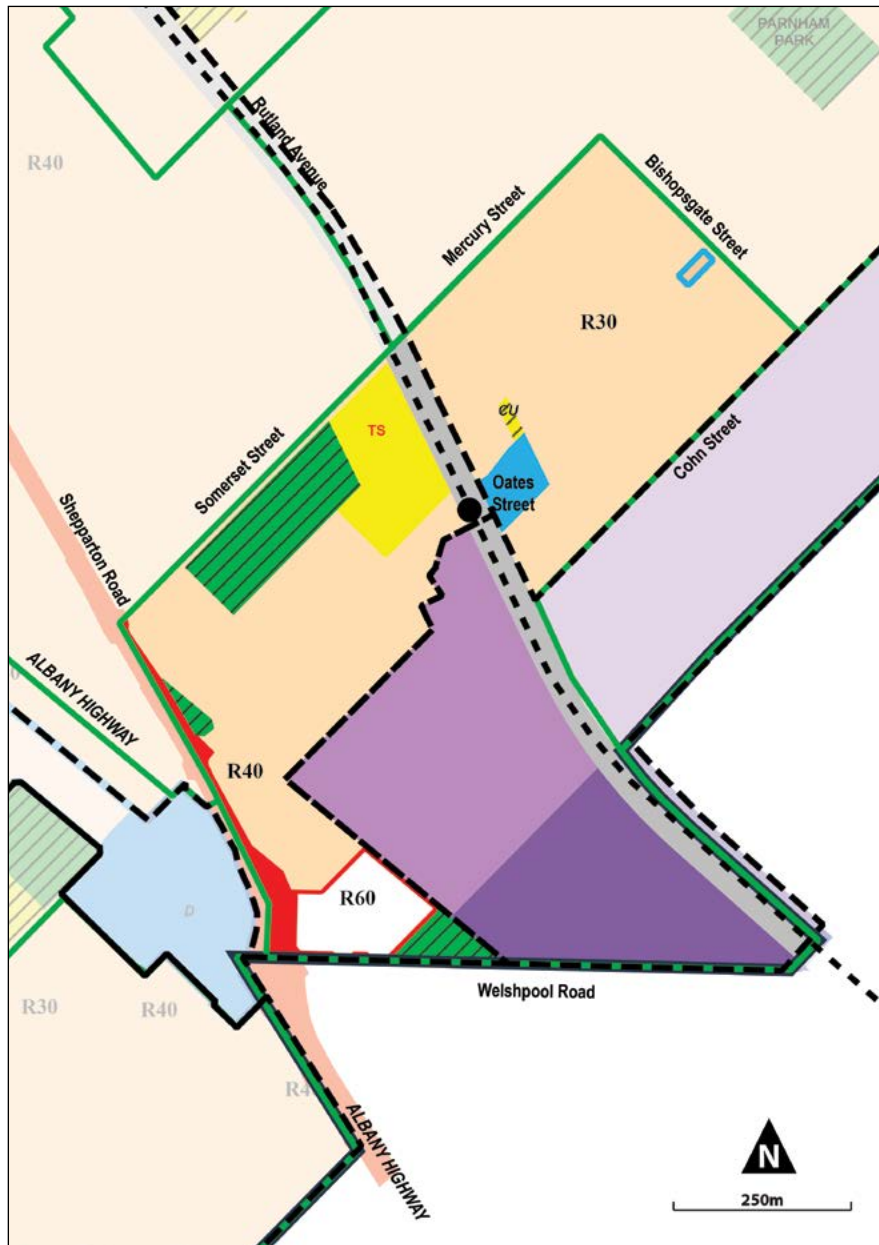


Figure 17.3 - Town Planning Scheme No.1 Zoning

Note - Land adjacent to the Precinct in the City of Canning is zoned General Industry, Commercial and Residential (R80, R60) under TPS No.40

Existing Character

The outline of the Precinct's existing character provides context for discussion of opportunities and challenges and Strategy recommendations for the future Local Planning Framework.

Urban Structure and Movement Network

The Precinct is dominated by the Perth-Armadale railway line which forms a barrier between the east and west areas of the Precinct. Oats Street forms a key east-west route through the Town, carrying under 13,000 vehicles per day, and provides the only vehicle connection across the railway line in the Precinct.

Shepperton Road is a Primary Distributor Road, Oats Street is a District Distributor A and Swansea Street East and Rutland Avenue are Local Distributor Roads.

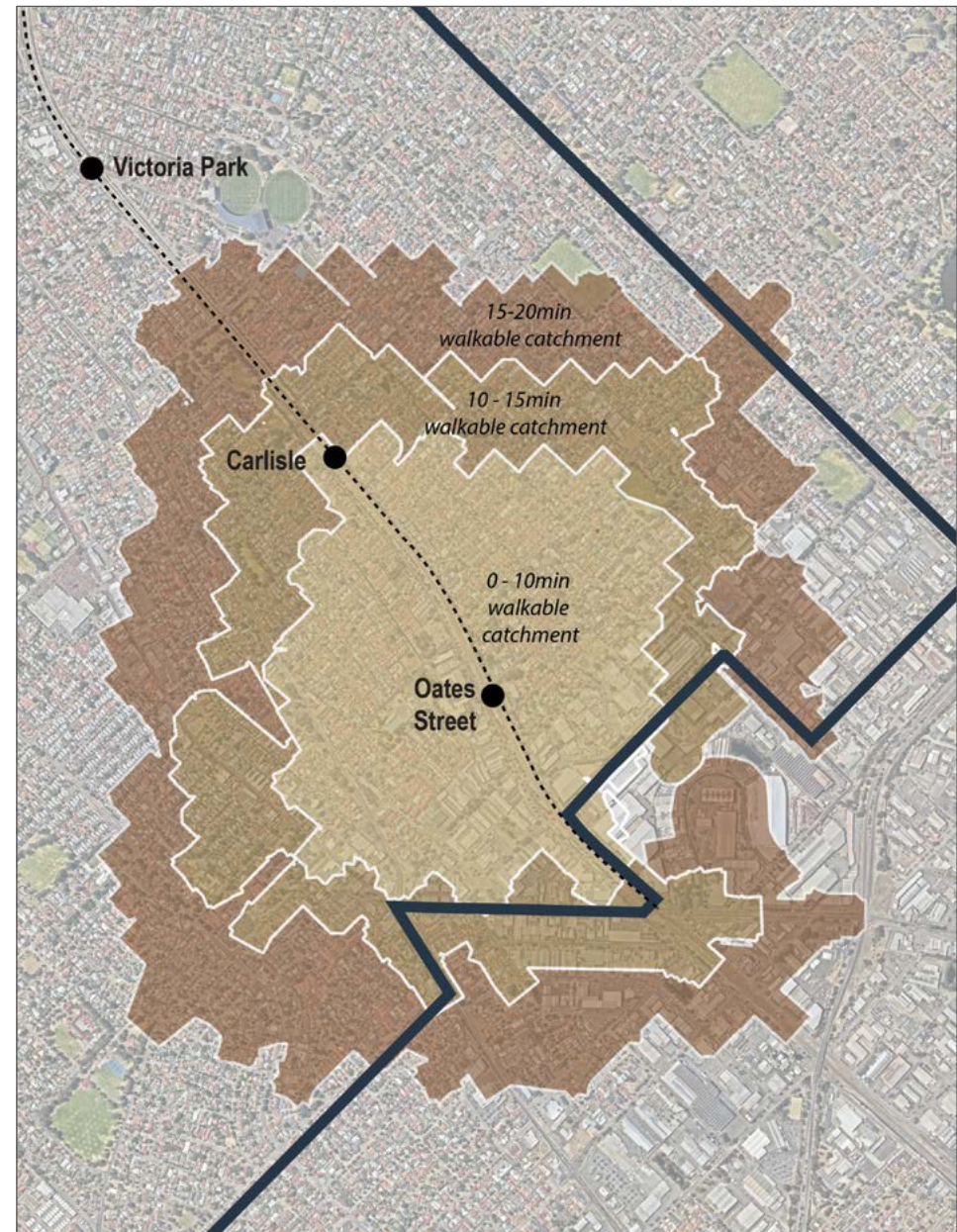
Streets are generally arranged in a grid network with relatively uniform street blocks but only a few rear laneways (rights-of-way). Street blocks in the industrial area are generally large. Lots in the Residential zones range from 195 sqm to 1,742 sqm (undeveloped) and in the Industrial Zone from 607 sqm to 15,600 sqm.

The Precinct is highly accessible by public transport with a Bus-Rail Interchange at Oats Street Station and bus services along Oats Street, Shepperton Road and Rutland Avenue. The Oats Street Station opened in 1954 and is 8 kilometres from Perth Central Station. Oats Street Station ranked 30th from 69 full-time operational stations on the metropolitan passenger network for average weekday boarding numbers in March 2018.³

3. Public Transport Authority, DRAFT Oats Street Station Access Strategy, Nov 2019.

Figure 17.4 - Walkable distance from Oats Street Station

(Source: Draft Carlisle Train Station Access Strategy, prepared for PTA by Flyt, 2019)



Land Use and Built Form

The Precinct contains a diversity of community and institutional land uses (such as education, child care, health, and leisure), the Swansea Street markets and the Brightwater disability rehabilitation centre, offices and accommodation.

In 2015–17, the State Government’s Survey of Land Use and Employment identified over 56,000 square metres of floor space⁴ in the Industrial Zone comprising Storage/Distribution (23%), Service Industry (17%), Commercial / Shop Retail (15%), Manufacturing/Processing (15%) and Office/Business (13%)⁵. Compared to the 2007–09 survey, there was significant growth in Other Retail/Shop Retail (increasing by 5,100 sqm), a slight decline in Service Industry (declining by 2,400 sqm) and a significant decline in vacant floor space (less 7,600 sqm).

Figure 17.5 - Entent of Infill Development

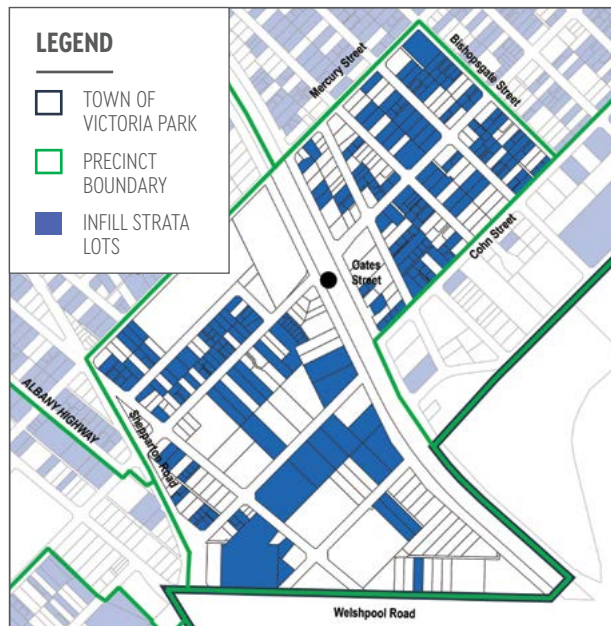
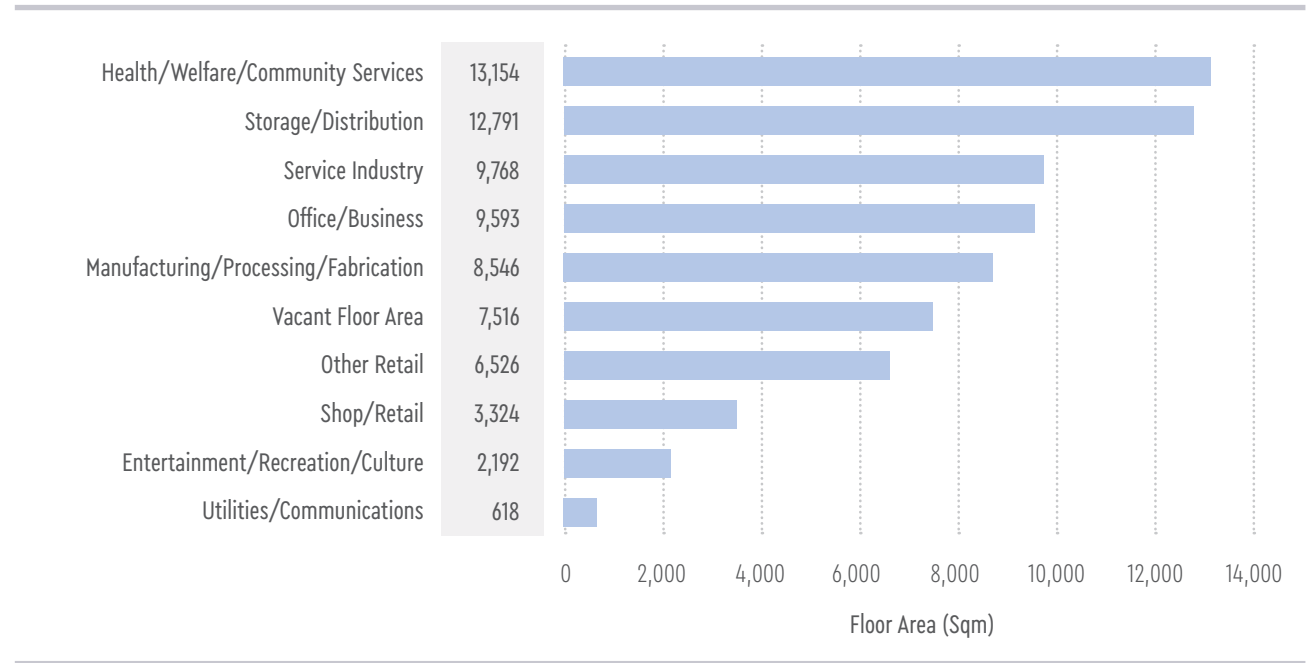


Figure 17.6 - Types of Land Uses by Floor Space Area (minus residential) (Source: DPLH, 2017)



Landscape and Public Realm

The Precinct has relatively wide streets with a fair coverage of canopy street trees and footpaths. There has been significant loss of tree canopy from private land through infill redevelopment which is being addressed through the Town’s Urban Forest Strategy and Implementation Action Plan. Open space is available around the AquaLife Centre and small parks along Welshpool Road (Forward Reserve) and Shepperton Road.

There are 648 dwellings in the Precinct and the net residential site density is 25 dwellings per hectare (across Residential and Commercial zones). The majority of properties in the Residential zone have

been developed to the maximum densities under TPS No.1 predominately with single storey villas (grouped dwellings) format, although there are several low-rise apartments (corner of Bishopsgate and Mercury Streets, and in the R60 Special Use Zone along Welshpool Road).

- 4. In comparison, the Industrial Zone east of the railway line has 192,000 square metres of floor space.
- 5. Department of Planning, Lands and Heritage, 2015/17 Perth and Peel Land Use and Employment Survey, Oct 2017, Perth: <https://www.dplh.wa.gov.au/information-and-services/land-supply-and-demography/land-and-employment-surveys>



METRONET's level crossing removal project at Oats Street may open up opportunities for redevelopment of aging infrastructure and places within this Precinct that could introduce greater activity through housing and/or business development.

Opportunities and Challenges

This section discusses the key planning opportunities and challenges addressed by the *Local Planning Strategy* and makes recommendations for the future Local Planning Framework, including the new *Local Planning Scheme No.2* zones, reserves and planning controls where relevant.

Maximising Development Potential within the Station Precinct

The Central Sub-Regional Framework identifies potential for more intense development around the Oats Street station. The Town's draft Activity Centres Strategy also identified potential for intensification of residential and commercial land uses including the possibility of rezoning the Industrial area (west of railway) to accommodate mixed-use. METRONET are currently examining options to relocate the railway either above or below ground, with potential for relocation of the station south of Oats Street. Each option will have different implications for the extent of surrounding development opportunities, land uses, building design and noise management. The Town is currently engaging with METRONET regarding redevelopment opportunities around Oats Street Station.

Addressing the potential for change around Oats Street station for diversity of housing and jobs is a priority of the Town. However, there are substantial and complex factors that require thorough investigation and consideration to maximise sustainable, long-term benefits, create exemplary communities, and an acceptable return on investment.

It is recommended that the Town designates the Oats Street Station Precinct as a Strategic Investigation Area and that a future planning study be undertaken to define activity centre boundaries, identify redevelopment options and potential changes to the planning framework with consideration of:

- the outcomes of the METRONET Level Crossing Removal project and potential for relocation of Oats Street Train Station;
- the value or otherwise of designating land in the precinct as an Activity Centre under the SPP4.2 hierarchy and appropriate boundaries to guide changes to the planning framework;

- 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;
- 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 retail activity either around a new retail centre at the Oats Street Station or the existing St James Town Centre on Albany Highway;
- the need for a transition buffer between sensitive land uses (residential) to the general industry activity in the wider Welshpool industrial area;
- 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
- 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.

Special Use Zone – Eastern Gateway

It is recommended the Town work with landowners to update the planning framework for the Eastern Gateway Special Use zone given the time that has lapsed since approval of the original plan in 2001 and the introduction of the Apartment Codes (State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments). There is potential to 'normalise' the Special Use zone over land that has been developed and potentially to increase residential densities over land that remains undeveloped, given proximity to public transit and the St James Town Centre. This may also include rationalisation of land identified as future road widening on the corner of Shepperton Road and Welshpool Road, and Milford Street.

Addressing Public Open Space Shortage

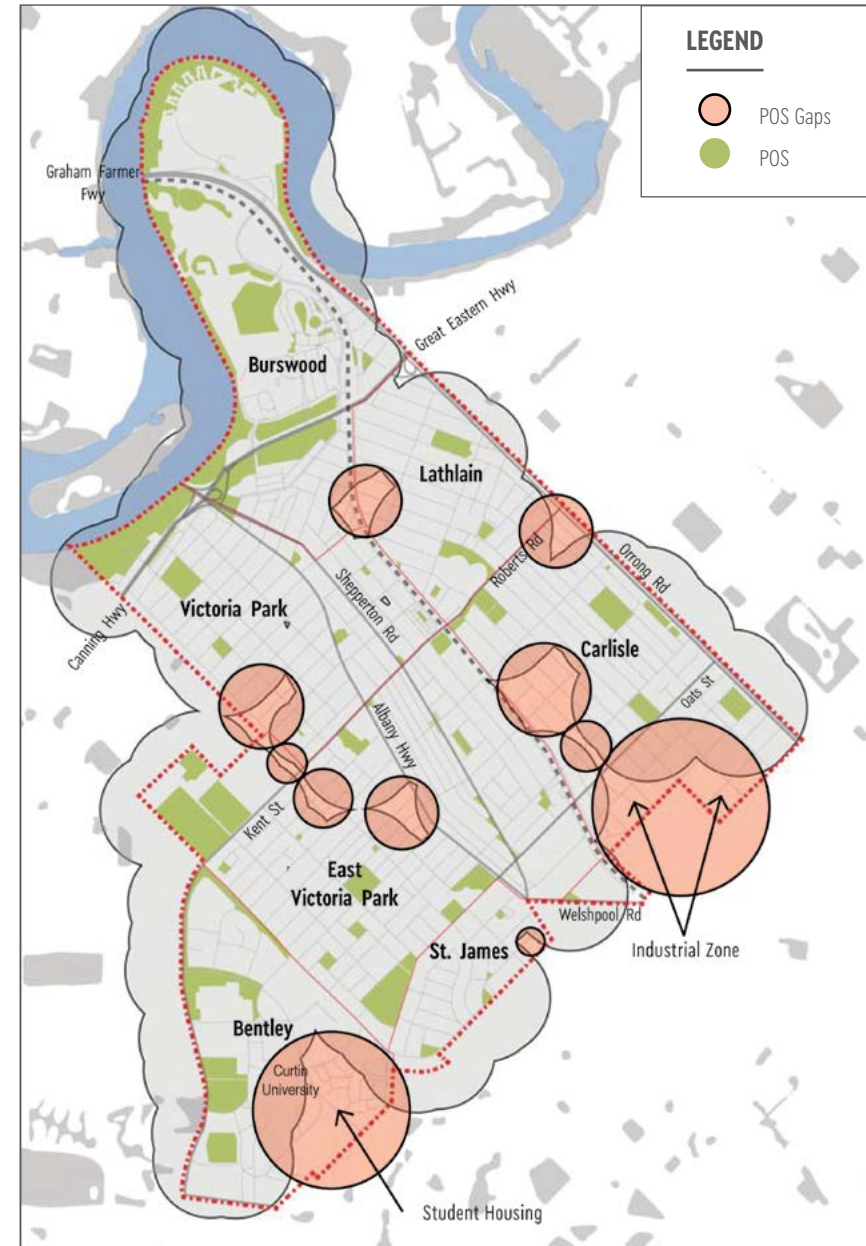
The Town's *Public Open Space Strategy* (POSS) identified a need for more open space and for potential re-use of drainage sumps and/or within the station precinct redevelopment. The POSS recommendations will be progressed via the POSS Implementation Plan. Refer to the Infrastructure Funding Chapter for discussion on contributions to POS.

Attention to the interface between buildings and streets

The Town is preparing the Albany Highway Activity Centre Plan that will include streetscape design guidance for key approaches to Albany Highway including Oats Street to the railway line and Oats Street station. The Plan may also include some recommendations around built form that should be considered in the preparation of the new LPS No.2, Local Planning Policies and/or a future plans for the Oats Street Precinct. The Albany Highway Activity Centre Plan will be prepared during 2020–2021. In addition, the PTA's *draft Station Access Strategy* recommends improving accessibility and the actual and perceived safety of streets and public spaces surrounding and leading to Oats Street station.

As such, greater attention to the siting and design of buildings, carparks, public spaces and landscaped areas and to the type of permissible land uses is warranted to create active frontages and safe and welcoming streets. Application of best practice Crime Prevention Through Environmental Design (CPTED) principles should be embedded into any future changes in development requirements and the planning framework.

Figure 17.7 – Public Open Space Deficit



Future Planning Framework

OBJECTIVES

The objectives for the Oats Street Precinct are:

- 17.1** To plan for the longer-term transition to higher density residential and mixed use development to maximise long-term opportunities for intensification of activity within proximity of high frequency rail and bus services.
- 17.2** To ensure there is an appropriate transition in built form and scale between future higher density development and surrounding lower-scale development.
- 17.3** To address gaps in the provision of Public Open Space as per the *Public Open Space Strategy*.

ACTIONS

ACTION	TIMEFRAME
Strategic Planning	
<p>17.1 Designate the Oats Street LPS Precinct as a Strategic Investigation Area. Following sufficient progress on the METRONET Oats Street Rail Level Crossing project, undertake a planning study to determine the opportunities for:</p> <ul style="list-style-type: none"> • urban consolidation around the train station, • the long-term future of the Industrial area (west of railway line), • revision of zones and densities for undeveloped land in the Special Use Zone – Eastern Gateway Development Guide Plan area, • utilisation of land adjacent the Shepperton Road / Milford Street road widening area. 	SHORT-TERM
<p>17.2 Following the outcomes of the planning study (refer to action 17.1 above):</p> <ul style="list-style-type: none"> • re-define the status of the Activity Centre under <i>State Planning Policy 4.2 Activity Centres</i> and define the centre boundaries (if any); • prepare a Structure Plan / Activity Centre Plan, or other suitable mechanism recommended by the planning study, and identify any future changes to LPS No.2 zones/reserves, R-Code densities and planning requirements that may require a future amendment to LPS No.2. 	SHORT TERM
Local Planning Scheme No.2 (LPS No.2) and Local Planning Policies	
<p>17.3 Transition the current TPS No.1 zones, R-Code densities and planning controls into LPS No.2.</p>	SHORT TERM
<p>17.4 Following completion of a Structure Plan / Activity Centre Plan (refer to Action 17.1), prepare a strategic amendment to LPS No.2 to implement the Plan where relevant.</p>	MEDIUM TERM
<p>17.5 Investigate a suitable zone and density for the land currently zoned "Special Use " in TPS No.1 and consider the potential for higher residential densities on undeveloped land given proximity to public transit and the St James Town Centre.</p>	SHORT TERM

18. Welshpool Industrial

The Welshpool Industrial Precinct comprises the land zoned Industrial east of the Perth-Armadale railway line. The Precinct is part of the larger Welshpool industrial area and is located 3 km from the Kewdale Freight Terminal and 5 km from Perth Airport. The boundaries of the Precinct align with the boundaries of the industrial centre shown in the *Central Sub-Regional Planning Framework*.



Figure 18.1 - Welshpool Industrial LPS Precinct

Current Planning Framework

The planning, subdivision and development of land within the Welshpool Precinct is currently guided by multiple State government strategies and policies. The key documents are outlined below and the Town of Victoria Park must address through review and update to the Local Planning Framework.

STATE GOVERNMENT

Perth and Peel@3.5million Central Sub-Regional Planning Framework (WAPC, 2018)

The State Government's metropolitan planning strategy, *Perth and Peel@3.5million Central Sub-Regional Planning Framework*, identifies the Precinct as part of the broader Welshpool "Industrial Centre" and a place for a mix of land uses ranging from traditional manufacturing and industrial services to showrooms, warehouses and business parks. The *Framework* highlights the need to protect industrial areas from encroachment of commercial businesses more suited to activity centres while also adapting to changing market demands, to enable effective operation and maximise their contribution to economic and employment diversity and prosperity. The WA Planning Commission's *Economic and Employment Lands Strategy* (DPLH, 2012) highlighted the importance of Industrial zones in the Central sub-region noting they provided the highest number of jobs (95,000) outside of the Central Perth and West Perth business districts.

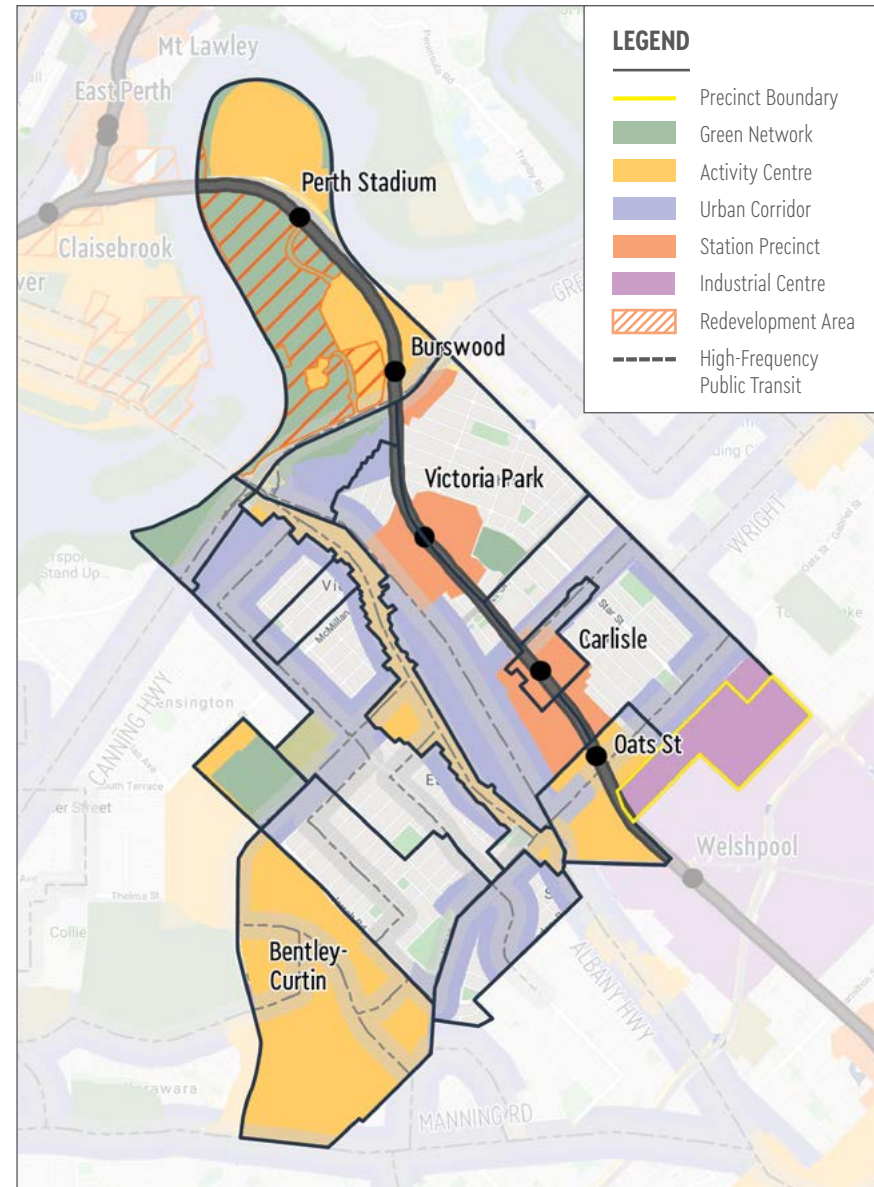


Figure 18.2 - Central Sub-Regional Planning Framework (WAPC, 2018)

METRONET

METRONET is a major project of the State government that has committed over \$415 million (including Federal funds) for the removal of level railway crossings including Oats Streets, as well as redevelopment of the station and surrounds. METRONET are assessing options for the Oats Street crossing to prepare a business case that seeks further funding from Infrastructure Australia.

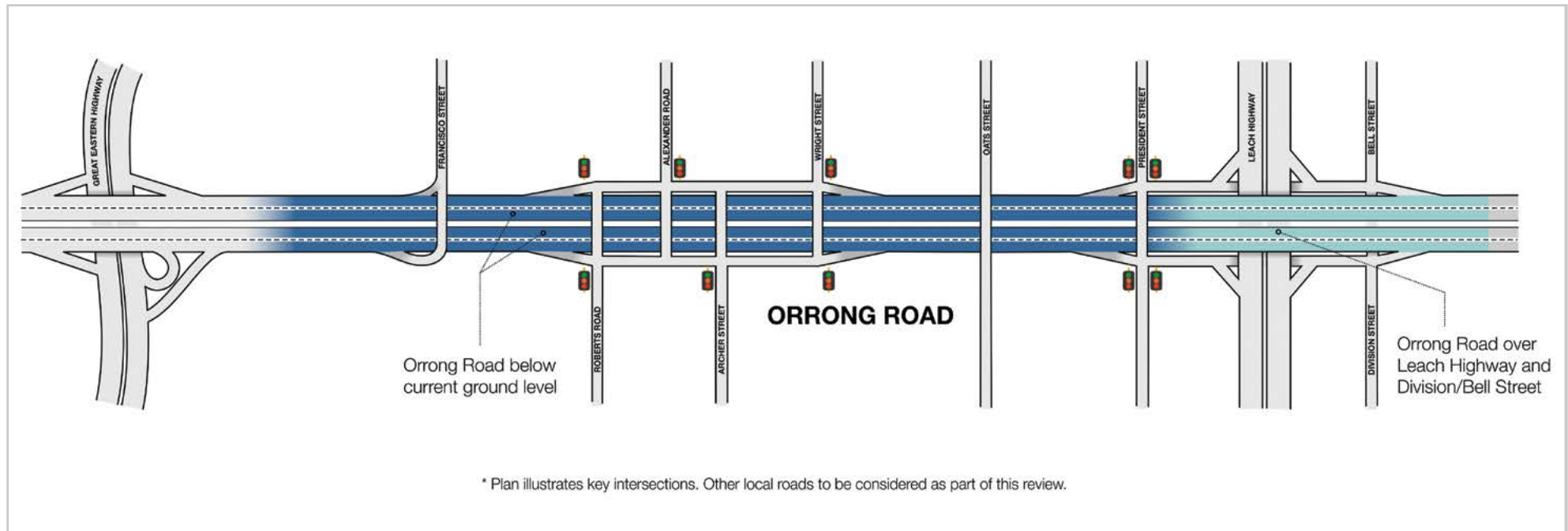
Orrong Road Planning Study (Main Roads, 2019)

In mid-2019 Main Roads released a preferred concept for reconstruction of Orrong Road between Leach Highway and Great Eastern Highway, comprising a

sunken expressway and a modified ground-level local road network, to cater for an anticipated increase from 65,000 to 100,000 vehicles per day by 2031 generated from regional traffic and the Kewdale industrial area⁶. The purpose of the Study is to confirm a road design which then enables Main Roads to make an application to the WA Planning Commission for widening of the Metropolitan Region Scheme (MRS) road reserve, which includes further engagement with landowners and community. Main Roads have not confirmed a start date for construction of the road.

Figure 18.3 – Orrong Road Concept Sketch (Main Roads, 2019)

6. <https://www.mysaytransport.wa.gov.au/orrong-road-planning-study/faqs#44205>



TOWN OF VICTORIA PARK

The Town of Victoria Park has adopted a number of Informing Strategies that must be addressed through the Local Planning Framework. This section provides an outline of the key documents and a description of the current Town Planning Scheme No.1 planning controls for the Precinct which are under review through the *Local Planning Strategy*.

Draft Activity Centre Strategy (Planwest, 2017)

The Draft Activity Centre Strategy makes several recommendations for the Precinct:

- designate land around the Oats Street station as an Activation Area and rezone from Industrial to Residential / Commercial zone to support greater intensity of land uses around the station;
- retain the remainder as Industrial zone to cater for growing demand for warehousing (storage) and service industry and to provide a transition to the heavier industrial activity in broader Welshpool area;
- liaise with the Department for Planning, Lands and Heritage to have the entire area rezoned from MRS Industry to MRS Urban to facilitate changes around Oats Street station and noting the MRS Industrial zone is intended to provide more exclusively for heavy industrial activity versus light industrial activity.

Town Planning Scheme No.1 and TPS Precinct Plan

The current Town Planning Scheme zones and key planning controls under review in the *Local Planning Strategy* are shown in Figure 4 and outlined below. In addition to TPS No.1 zones, current place-specific planning controls are:

- Welshpool TPS Precinct Plan P9 – provides for light industry land uses in the Industrial 1 zone with non-industrial uses where incidental, discourages heavy industry / heavy haulage uses, low to medium scale development landscaped and setback to provide an acceptable interface with adjoining residential development, plot ratio floor space maximum 1.0. Provides for general industry land uses in Industrial 2 zone.

Note – the Welshpool LPS Precinct is zoned Industrial under the Metropolitan Region Scheme (MRS), Orrong Road is Other Regional Road Reserve and the railway is Railway Reserve.

Note – land adjacent to the Precinct in the City of Canning is zoned General Industry under TPS No.40.

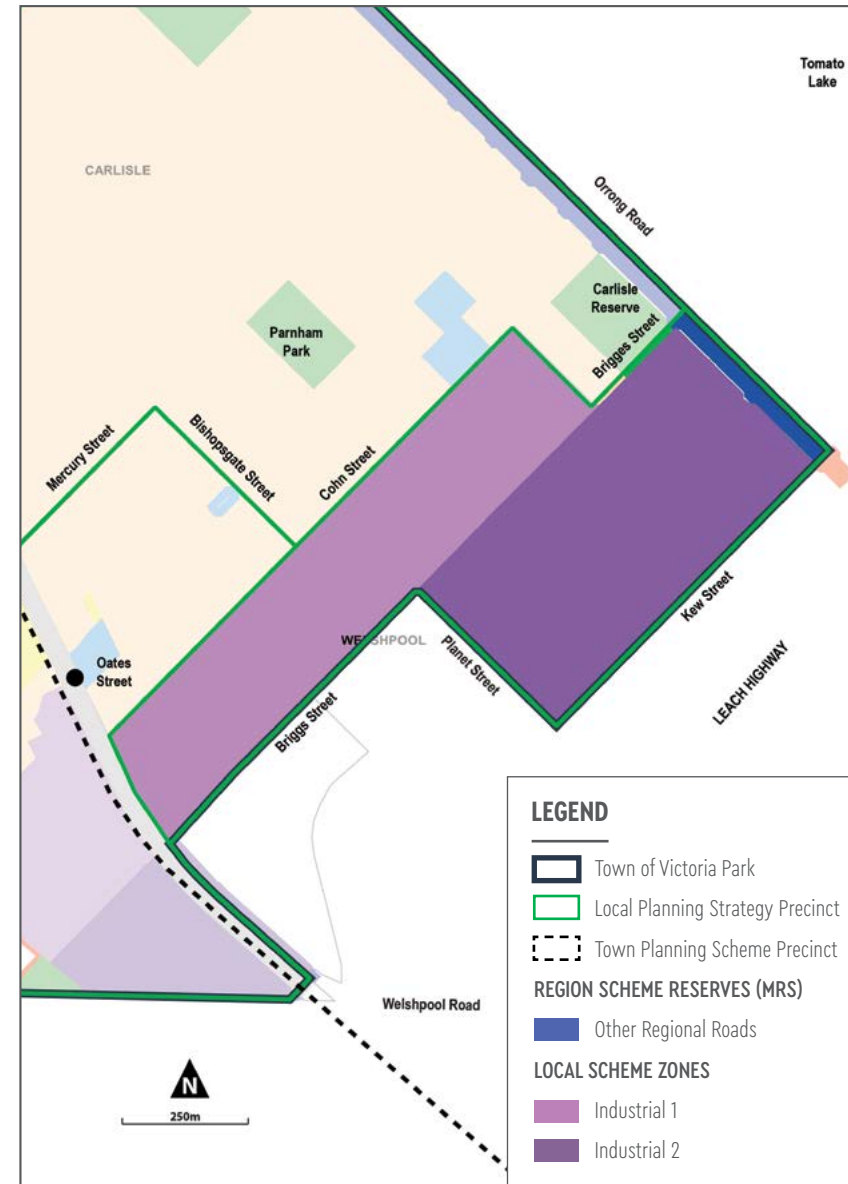


Figure 18.4 – Town Planning Scheme No.1 and TPS Precinct Plan

Existing Character

This outline of the Precinct's existing character provides context for discussion of opportunities and challenges and Strategy recommendations for the future Local Planning Framework.

Urban Structure and Movement Network

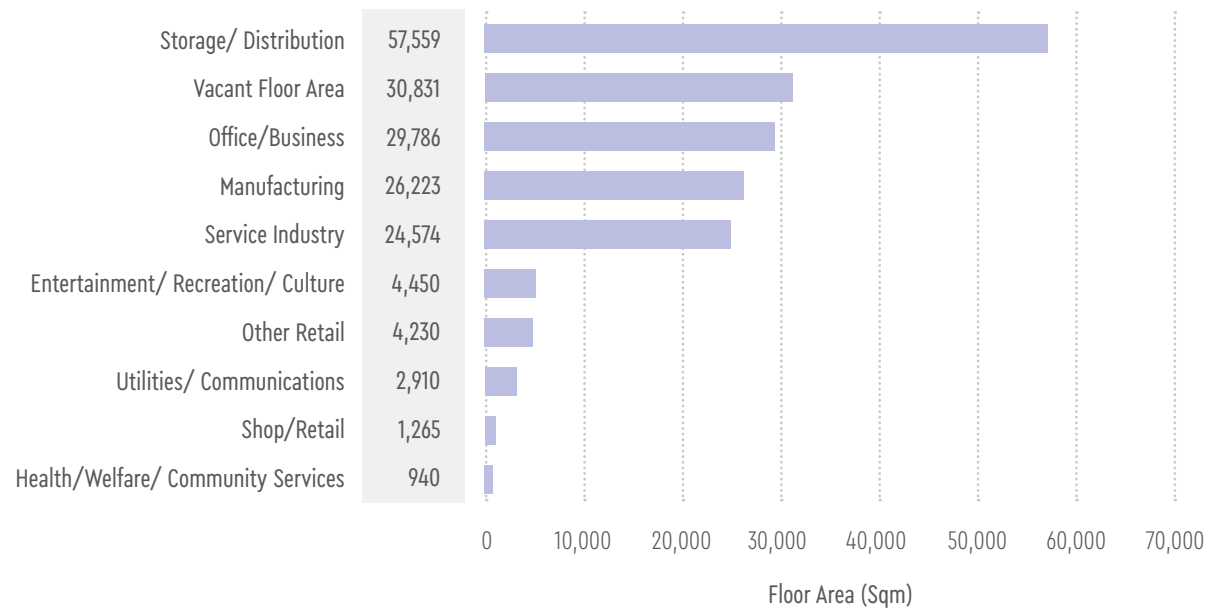
The Precinct is characterised by a grid network of streets, creating large uniform street blocks to provide for large lots. Development and subdivision over time has resulted in a large diversity of lot sizes range from 272 sqm to 28,000 sqm. Many properties are strata titled creating multiple strata tenancies. Briggs, Planet, Star and Kew Streets are Local Distributor Roads and Orrong Road is a Primary Distributor Road. Public transport services are available at Oats Street Station around 250 metres from the Precinct, with bus services along Oats and Star Street and Orrong Road.

Land Use and Built Form

The Precinct contains a wide variety of storage, light industry, manufacturing and commercial services, with a limited amount of non-industrial uses such as shops, gyms, education facilities etc.

In 2015–17, the State Government's *Survey of Land Use and Employment* identified 182,768 sqm of floor space and over 130 different types of business activity. Floor space comprised Storage / Distribution (31%), Office/Business (16%), Manufacturing (14%) and Service Industry (13%), Retail / Other Retail (3%) and Entertainment / Community (3%). There was just under 31,000 sqm of vacant floor space (17%). Between 2007–09 and 2015–17, the total floor space

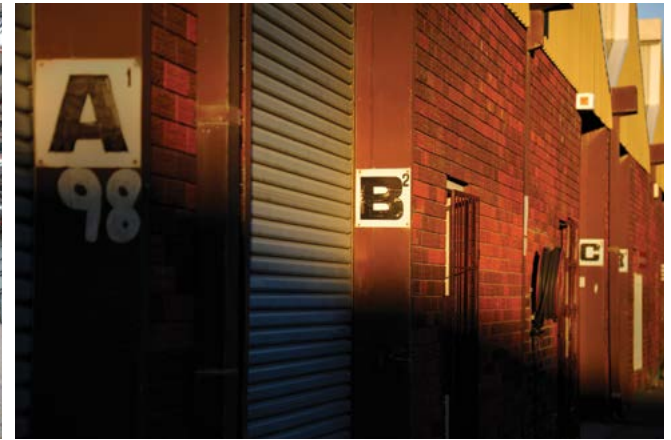
Figure 18.5 – Types of Land Uses by Floor Space Area (Source: DPLH, 2017)



increased by 37,000 sqm (25%) with the largest increase in Storage/distribution (additional 18,000 sqm) followed by Office/Business (additional 6,900 sqm).

Landscape and Public Realm

The Precinct has minimal tree canopy and varying degrees of streetscape amenity dependent on the presence of power lines, street trees, age and tidiness of buildings and yards and the extent of car parking and signage.



Welshpool makes a significant contribution to the Town's local economy and diversity of business opportunities and jobs.

Opportunities and Challenges

This section discusses the key planning opportunities and challenges addressed by the *Local Planning Strategy* and recommendations for the future Local Planning Framework, including the new *Local Planning Scheme No.2* zones, reserves and planning controls where relevant.

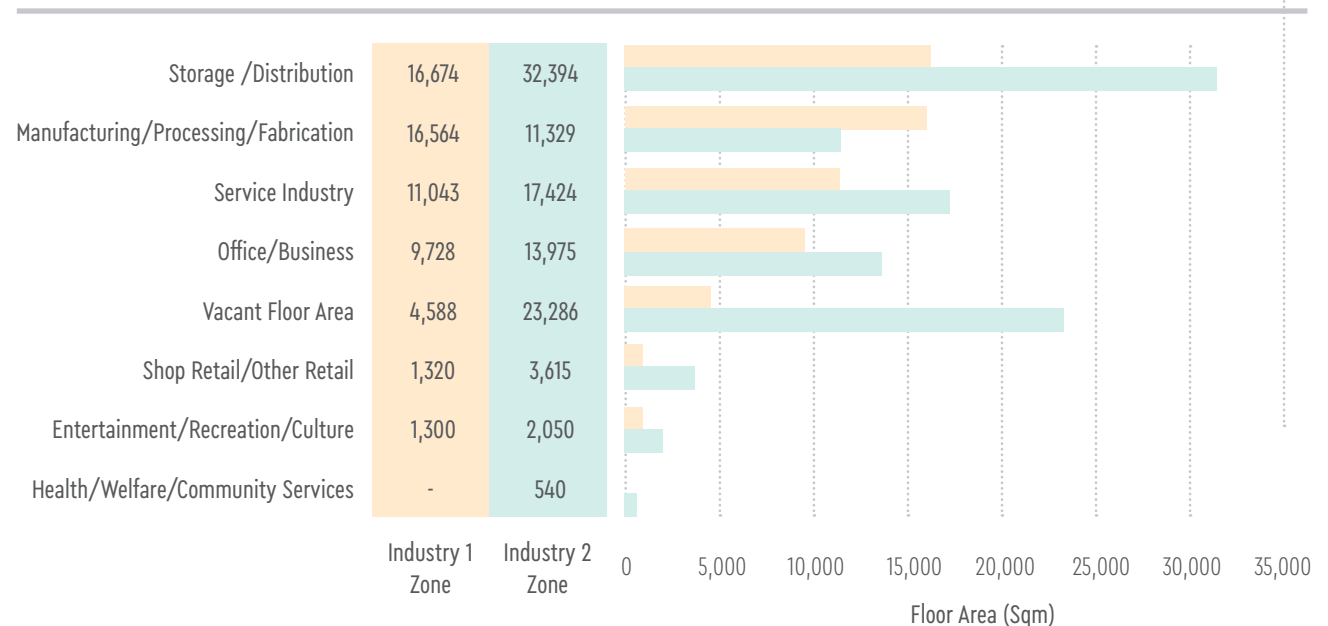
Maintaining Industrial Land

The Town's *draft Activity Centre Strategy* recommended rezoning part of the Welshpool industrial area around Oats Street station to Residential / Commercial zone to facilitate more intense land use activity and employment and efficient use of land within proximity to the station. Intensification of land uses around Oats Street station was also proposed in the *Central Sub-Regional Planning Framework*, although the Framework did not propose any change from industrial for land east of the railway line, only for the industrial area west of the railway. In fact, the *Framework* cautions against the erosion of industrial in the Central sub-region.

The Welshpool industrial area makes a valuable contribution to the Town's economy through diversity of opportunities for employment, business development and provision of goods and services to businesses and people in the broader district. While larger lots may be an attractive proposition for residential redevelopment, the area also provides a buffer between the Carlisle residential area and the wider Welshpool industrial area including the General Industry zone in the City of Canning.

As such, it is recommended that the area be retained for industrial activity in its entirety and that appropriate Industrial zones be applied in the new *Local Planning Scheme No.2*. The Model Scheme Text

Figure 18.6 – Comparison of land use types (by floor space area) – Industry 1 and 2 Zones



contains a Light Industry (equivalent to the current TPS No.1 Industry 1 zone) and a General Industry zone (equivalent to TPS No.1 Industry 2 zone). It is recommended that further investigation be carried out, including engagement with landowners and business operators, to identify the most appropriate zone(s) and land use permissibility under the new *Local Planning Scheme No.2* to meet needs and maximise economic and employment returns. In addition, the Town will liaise with the Department for Planning, Lands and Heritage to confirm the most appropriate underlying MRS zone.

Reviewing Development Requirements & Land Use Permissibility

In addition to identifying the most appropriate industrial zone for Welshpool there is a need for a broader review of development requirements (including parking, plot ratio, building frontage design, setbacks and landscaping) to ensure they support business needs, meet land use objectives and contribute to an improved amenity especially at the interface with adjoining residential areas. The interface between the industrial and residential areas along Cohn Street requires some attention but is being progressively addressed through redevelopment and upgrade of industrial properties.

As mentioned above, there is also a need to review land use permissibility to minimise the occurrence of non-industrial activity that is not incidental to business needs or servicing the industrial and provide sufficient flexibility to allow contemporary industrial land use activity with minimal planning regulation. For example, there is no restriction on the development of offices in Welshpool.

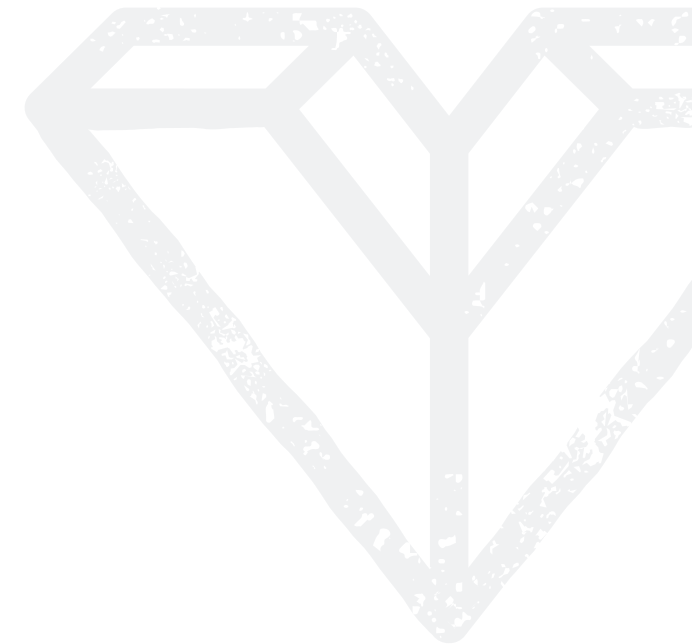
Given the specialist nature of industrial business development, it is recommended that the Town engage a suitably qualified consultant to assist with the investigation of industrial trends and business needs, and recommend appropriate adjustments to development requirements. It is recommended the investigations also include recommendations regarding streetscaping, marketing and promotions, signage (including private business signage), place governance and economic development related support that could be offered by the Town.

Addressing Gaps in Sewer

Mapping from the State government indicates potential gaps in the reticulated sewer system in the most eastern part of Welshpool. The Town will engage with landowners-businesses during the LPS to identify if these pose any constraints to development and/or subdivision and will work with the Water Corporation to identify potential solutions that may impact on development requirements.

Potential Changes to Vehicle Access

Main Roads are proposing major changes to Orrong Road that will concentrate access to Welshpool via a new signalised intersection at President Street that may reduce the impact of industrial traffic on the Carlisle residential areas and increase vehicle access at Tomlinson Street (City of Canning) and Rutland Avenue. The Town has previously advocated traffic signals at either Orrong Rd-Briggs St or Orrong Rd-President St to improve safety and accessibility for heavy vehicles into /out of Welshpool Industrial area. Signals at President St would also provide more direct and convenient access to the Airport/Westport which many businesses connect to frequently. There are no obvious impacts to the functioning of the industrial area at this stage, although should be confirmed by businesses and landowners during LPS advertising.



Future Planning Framework

OBJECTIVES

The objectives for the Welshpool Industrial LPS Precinct are:

- 18.1** To encourage a diversity of light and general industrial activity, with limited retail and non-industrial activity only where they directly provide for the daily convenience of workers and visitors.
- 18.2** To protect industrial activity from the encroachment of commercial, residential and other sensitive uses that would adversely affect industrial viability or contribute to the erosion of Industrial zone.
- 18.3** To encourage a standard of quality and consistency in the design of buildings, structures, fencing, landscaping, access and parking areas and signage, that contributes to an attractive business address, particularly at the interface with adjoining residential neighbourhoods.

ACTIONS

ACTION	TIMEFRAME
Strategic Planning	
18.1 Engage a suitably qualified consultant to investigate industrial trends and landowner / business operator needs relevant to Welshpool and makes recommendations for refinement of the planning framework, as well as improvements to streetscapes and place-management and economic development related support initiative to be provided by the Town. Prepare a strategic amendment to LPS No.2, if relevant.	MEDIUM TERM
Local Planning Scheme No.2 (LPS No.2) and Local Planning Policies	
18.2 Liaise with landowners, business operators and the Department for Planning, Lands and Heritage to determine the most suitable Industry zone to be applied in LPS No.2. Revise land use permissibility in the Zoning Table to suit.	SHORT TERM
Other	
18.3 Monitor any potential impacts on access to Welshpool resulting from the Main Roads Orrong Road Planning Study.	ONGOING

19. St James

The St James Precinct lies to the south-west of the St James Town Centre and south of Hillview Terrace. The boundaries of the Precinct generally reflect the suburb boundaries for areas within the Town of Victoria Park.



Figure 19.1 - St James Precinct

Current Planning Framework

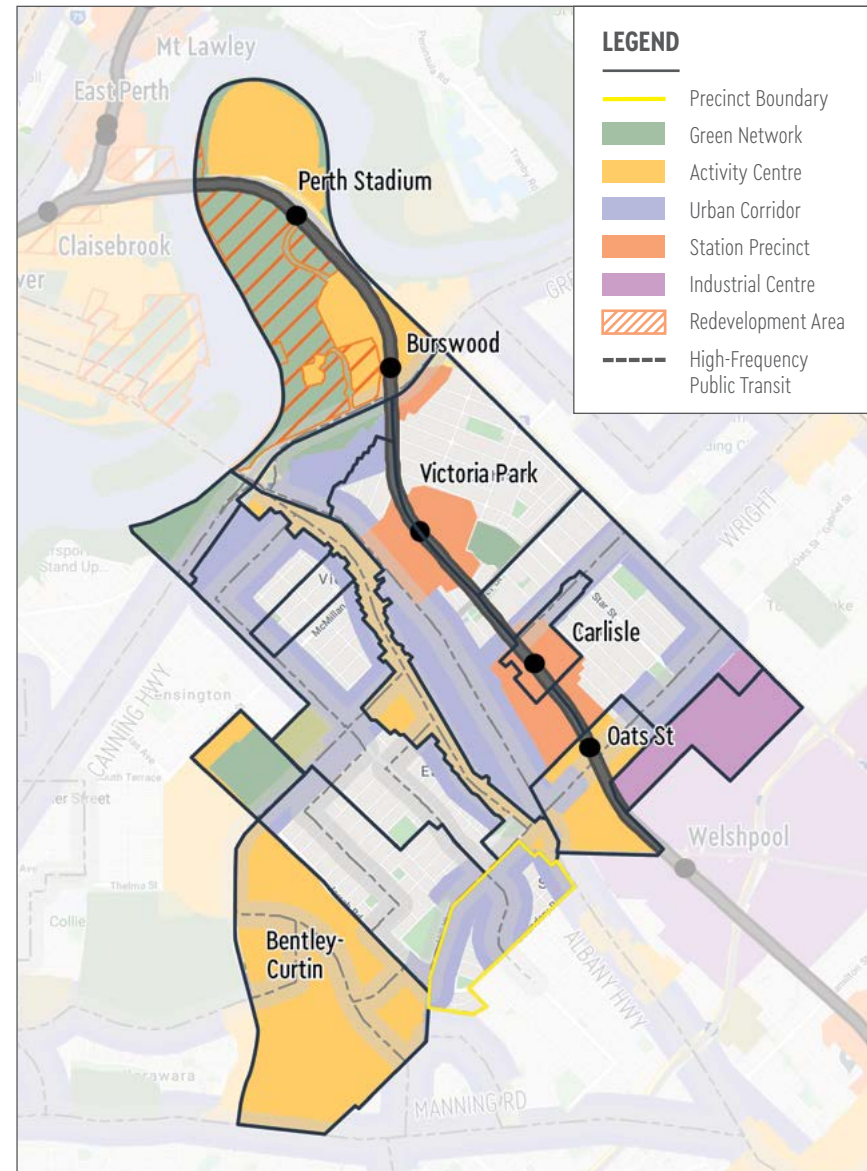
The planning, subdivision and development of land within the Precinct is guided by multiple State government strategies and policies. The key documents are outlined below and the Town of Victoria Park must address these through the review and update to the Local Planning Framework.

STATE GOVERNMENT

Perth and Peel@3.5million Central Sub-Regional Planning Framework (WAPC, 2018)

The State Government’s metropolitan planning strategy, *Perth and Peel@3.5million Central Sub-Regional Planning Framework*, designates Hillview Terrace and part of Berwick Street as Urban Corridor and St James Town Centre on Albany Highway as an Activity Centre. The *Central Framework* seeks to optimise the use of land in these locations through targeted increases in the density and diversity of housing, business activity, jobs and community activities.

Figure 19.2 – Central Sub-Regional Planning Framework (WAPC, 2018)



TOWN OF VICTORIA PARK

The Town of Victoria Park has adopted a number of Informing Strategies that must be addressed through the Local Planning Framework. This section provides an outline of the key documents and a description of the current Town Planning Scheme No.1 planning controls for the Precinct which are under review through the *Local Planning Strategy*.

Town Planning Scheme No.1 and TPS1 Precinct Plan

The current Town Planning Scheme zones and key planning controls under review in the *Local Planning Strategy* are shown in Figure 1 and outlined below. In addition to TPS No.1 zones, current place-specific planning controls are:

- *TPS Precinct Plan (P12) East Victoria Park* – facilitates low-density single residential development, with a preference for the retention and restoration of existing character housing and limited infill development in keeping with neighbourhood character and landscape setting. Provides for R30 (no apartments) and R40 east of Berwick St and R20 west of Berwick.



Figure 19.3 – Town Planning Scheme No.1 Zoning Map

EXISTING CHARACTER

Urban Structure & Movement Network

The area north-east of Berwick Street forms a traditional grid road network and has lot sizes ranging from approx. 260 sqm (strata title villa) to 1331 sqm (undeveloped single house), with other much larger lots accommodating multiple built strata (villas and apartments). The area south-west of Berwick Street has a grid street network with lot sizes from 654 sqm to 1015 sqm (single dwellings) with a few larger lots accommodating villa developments. Local roads are wide and frequent bus services run along Hillview Terrace.

Land Use and Built Form

The Precinct is dominated by low-density, single storey residential land uses, except for several low-rise apartments in the R40 area near Albany Highway. There are 878 dwellings in the Precinct, and the net residential site density is around 18 dwellings per hectare (across Residential and Commercial Zones). There has been substantial subdivision and redevelopment of original lots east of Berwick Street under the R30/R40 zone and the dominant housing type in this area is single storey villas (grouped dwellings). West of Berwick Street, the dominant housing type is stand-alone single houses given restrictions on subdivision under R20. There is a small cluster of local shops located on the corner of Boundary Road and Albany Highway.

Landscape and Public Realm

The Precinct has a relatively high canopy cover due to low densities on large lots and smaller homes. Wide road reserves and housing set relatively deep on the lots creates a spacious, landscape character, and the Precinct has slight undulation. The streetscapes have an informal, eclectic character with a range of materials, house orientations and styles, fencing types and tree species. The majority of tree species are eastern states natives with lesser quantities of local natives and exotics.





St James is characterised by a mix of older, original red-brick 'war homes' and newer redevelopment in a generous landscape setting.

Opportunities and Challenges

This section discusses the key planning opportunities and challenges addressed by the *Local Planning Strategy* and recommendations for the future Local Planning Framework, including the new Town Planning Scheme No.2 zones, reserves and planning controls where relevant.

Response to Central Sub-Regional Planning Framework

The Central Planning Framework identifies the potential for higher density development along Hillview Terrace and part of Berwick Street. The R30 zones east of Berwick Street already facilitate medium density housing and there are few further opportunities for such housing in this location.

The R20 west of Berwick Street has restricted subdivision of original lots and has contributed to the preservation of St James' distinctive neighbourhood character and retained homes suitable for larger families. The original housing stock is near the end of its economic life, and given rising land values, will be progressively demolished and redeveloped over time, impacting somewhat on neighbourhood character. While the current TPS Precinct Plan encourages conservation of original dwellings, the Town does not have the power to control the demolition of single houses, unless there are cultural heritage values to be protected (either built and/or social).

The *Central Sub-Regional Planning Framework* suggests residential densities between R40 to R60 for 'local' urban corridors and R80 and higher for 'arterial' urban corridors. These densities could allow more dense terraces and/or small-scale apartments (for instance comprising 2-3 storeys) to achieve the increases in dwelling yields and additional people needed to meet urban consolidation principles. However, during the 2016-17 community engagement for the Town's *Strategic Community Plan*, the community identified preferred locations for higher density development and growth at Burswood Peninsula, Curtin University, around train stations and in activity centres including St James Town Centre, so that larger lots suitable for families could be retained across other areas of the Town like St James.

Given the age of the building stock and the benefit of providing some diverse housing choices in St James, it is recommended that increases to density coding along Hillview Terrace and the southern part of Berwick Street in St James be raised with the community. If there is sufficient interest, then further investigations can be carried out to identify potential options that meet housing needs while complementing the valued elements of neighbourhood character.

It should be noted that the Housing Chapter proposes some changes to the R-Codes to encourage more ancillary housing and these opportunities could go some way to providing for greater diversity of housing in St James.

Non-conforming land uses along Albany Highway

The shops located on the corner of Boundary Road and Albany Highway (Nos. 1057-1059 and 1061-1065 Albany Highway) accommodate a bottle shop, fish and chips, deli and butcher. These uses are not permitted in the current TPS No.1 Residential zone and as such, it is recommended the land be rezoned to Local Centre in LPS No.2 to reflect the land use activity.

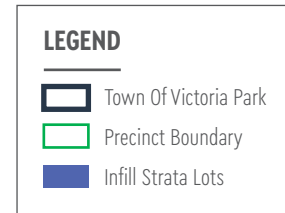


Figure 19.4 - Extent of infill development to-date.



Future Planning Framework

OBJECTIVES

The objectives for the St James LPS Precinct are:

- 19.1 To maintain the existing low-scale, low-density residential character of the Precinct.
- 19.2 To ensure new development is consistent with the existing character and scale of dwellings throughout the Precinct.

ACTIONS

ACTION	TIMEFRAME
Strategic Planning	
19.1 Gauge landowner and community support for the Town to investigate options for potential changes to the planning framework that could facilitate redevelopment of lots fronting Hillview Terrace (south side) and Berwick Street (both sides) to result in greater housing diversity in St James, and which is also compatible with valued elements of neighbourhood character.	SHORT TERM
Local Planning Scheme No.2 (LPS No.2) and Local Planning Policies	
19.2 Transition the current TPS No.1 zones, R-Code densities and planning controls into <i>LPS No.2</i> with the exception of: <ul style="list-style-type: none"> • Rezone No.2 605 and No.671 Albany Highway from Residential R40 to Local Centre. 	SHORT TERM

20. East Victoria Park (West)

The East Victoria Park (West) Precinct is bounded by Kent Street, Jarrah Road, Hillview Terrace, portion of Berwick Street, portion of Balmoral Street and Devenish Street. The Precinct boundary has been drawn to reflect a consistency of neighbourhood character, land use and density.



Figure 20.1 - East Victoria Park (West) LPS Precinct

Current Planning Framework

The planning, subdivision and development of land within the Precinct is guided by multiple State government strategies and policies. The key documents are outlined below and the Town of Victoria Park must address these through the review and update to the Local Planning Framework.

STATE GOVERNMENT

Perth and Peel@3.5million Central Sub-Regional Planning Framework (WAPC, 2018)

The State Government's metropolitan planning strategy *Perth and Peel@3.5million Central Sub-Regional Framework* designates Hillview Terrace and Kent Street as Urban Corridors and Etwell and Sussex Streets as a high frequency public transit routes. The Central Sub-Regional Framework seeks to optimise the use of land in these locations through targeted increases in the density and diversity of housing, business activity, jobs and community activities, where appropriate.

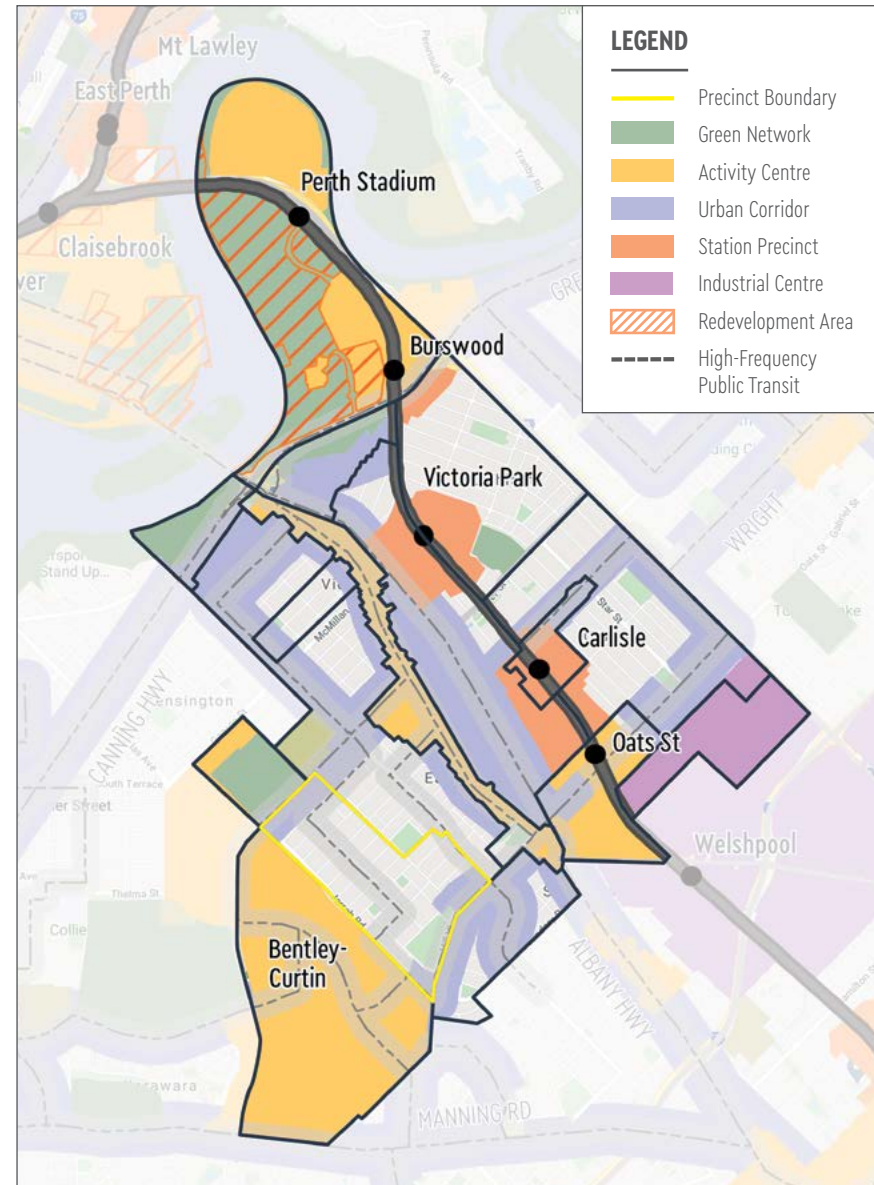


Figure 20.2 - Central Sub-Regional Planning Framework (WAPC, 2018)

TOWN OF VICTORIA PARK

The Town of Victoria Park has adopted a number of Informing Strategies that must be addressed through the Local Planning Framework. This section provides an outline of the key documents and a description of the current Town Planning Scheme No.1 planning controls for the Precinct which are under review through the *Local Planning Strategy*.

Draft Activity Centre Strategy (Planwest, 2017)

The Town's draft Activity Centre Strategy recommends diversification of activities in the Etwell Street Local Centre and redevelopment of the vacant property to improve the Centre's appearance.

Town Planning Scheme No.1 and TPS Precinct Plan

The current Town Planning Scheme zones and key planning controls under review in the *Local Planning Strategy* are shown in Figure 3 and outlined below. In addition to TPS No.1 zones, current place-specific planning controls are:

- TPS Precinct Plan (P12) East Victoria Park that preferences low-density development, retention and restoration of original housing and limited infill development in keeping with neighbourhood character and the landscape setting. The TPS Precinct Plan provides a plot ratio of 0.5 for Etwell Street Local Centre with nil side and front setbacks and continuous weather protection over the footpath.

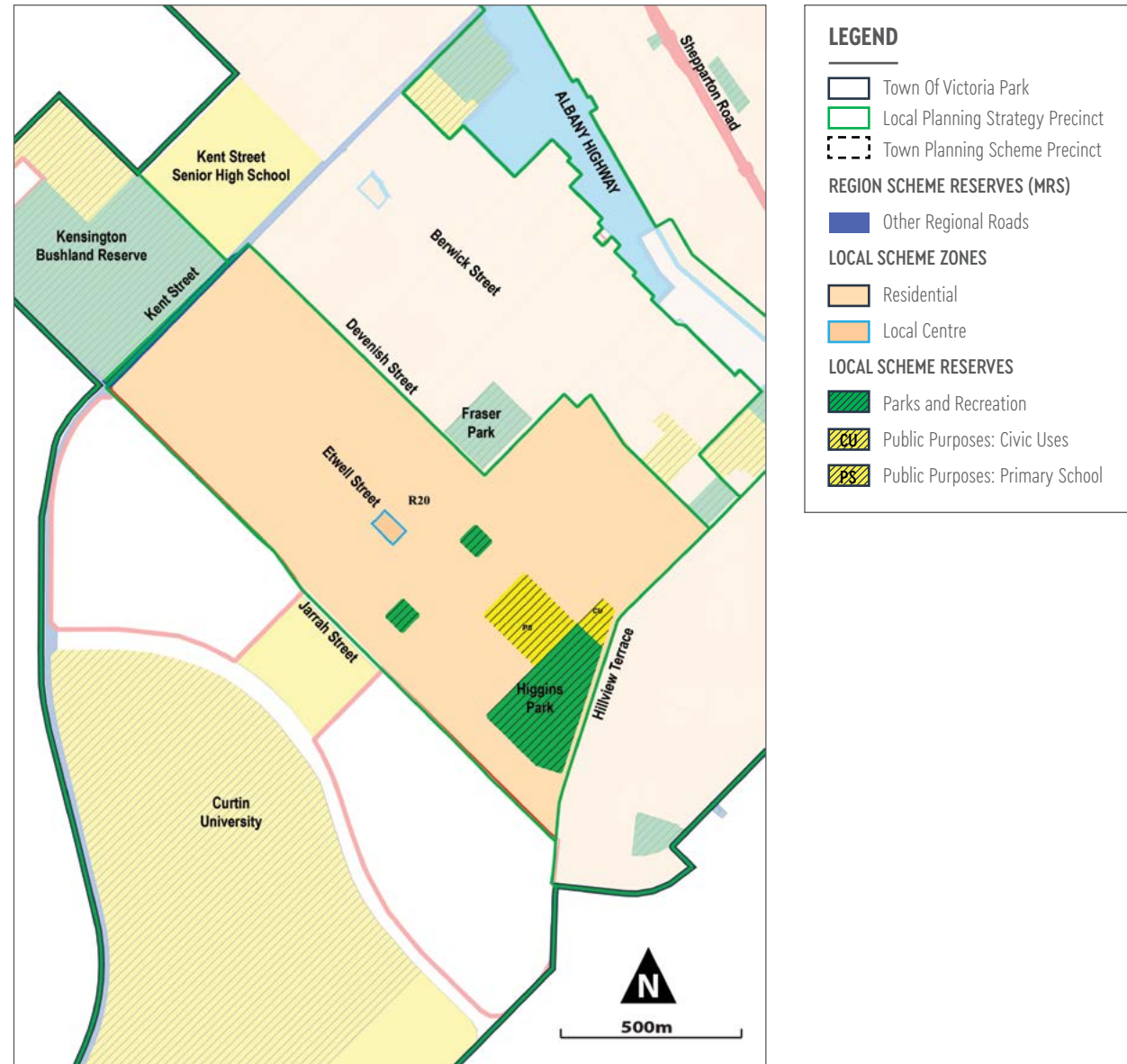


Figure 20.3 - Town Planning Scheme No.1 Zoning Map

Existing Character

The outline of the Precinct's existing character provides context for discussion of opportunities and challenges and Strategy recommendations for the future Local Planning Framework.

Urban Structure & Movement Network

The Precinct road network forms a traditional street grid, creating a uniform pattern of street blocks. Residential lots range from 257 sqm to 4,383 sqm, and many of the original larger lots have been subdivided or have the potential for subdivision under the R20 density (average lot size required is 450 sqm). This is generally the area north of Westminster Street and some lots east of Devenish Street. Hillview Terrace and Kent Streets are District Distributor A roads and Jarrah Road is a Local Distributor Road. Bus services run along Jarrah Road, Etwell Street, Sussex Street, Kent Street and Hillview Terrace.

Land Use and Built Form

In 2015–17, the State Government's Survey of Land Use and Employment identified 419 sqm of floor space in the Etwell Street Local Centre and the centre supports a deli, local cafes, shops and several lodging houses.

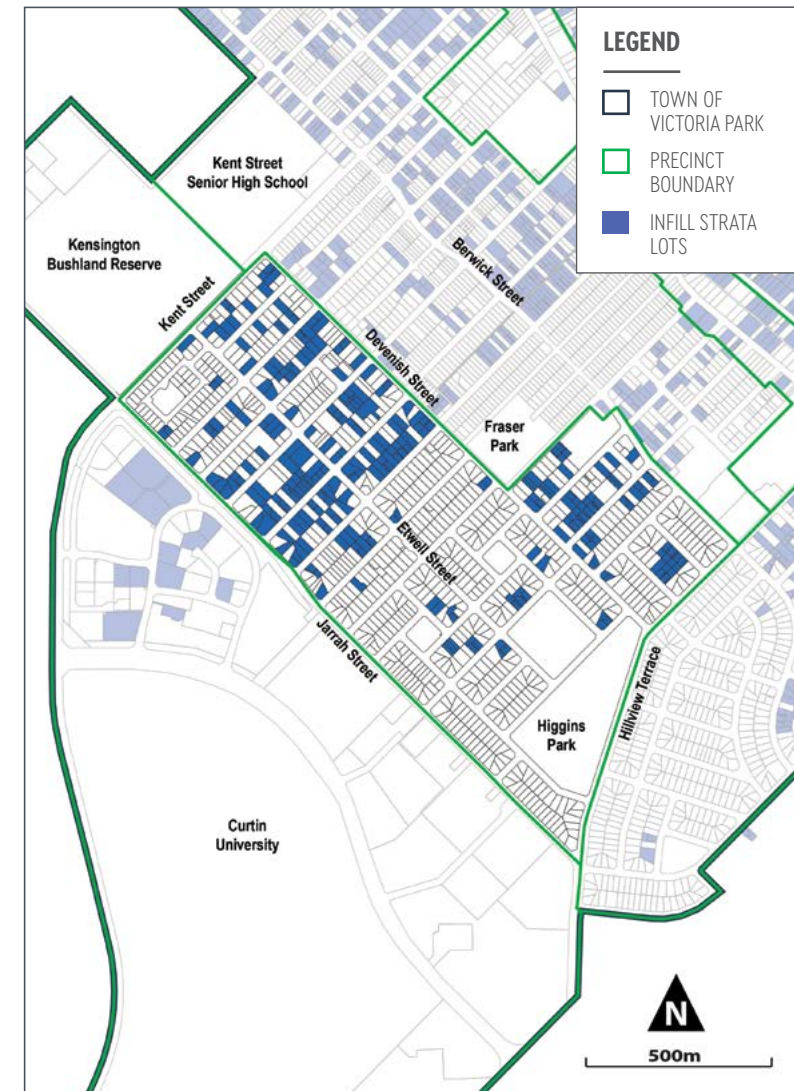
There are around 1,209 dwellings in the Precinct and the net residential site density is around 16 dwellings per hectare (across Residential and Local Centre zones). The Precinct is dominated by single storey single houses and grouped dwellings, with a wide variety of dwelling ages from remnant weatherboard cottages to 1950 and 60s bungalows to newer conventional homes. A large proportion of the original larger lots have been subdivided and redeveloped in a battle-axe configuration in keeping with the original neighbourhood character as seen from the street, although original homes have been demolished. Larger lots that are not subdividable are slowly being demolished and redeveloped.

The Millen Primary School is located adjacent to the Higgins Park Reserve that accommodates ovals and a number of sporting facilities and currently subject to master-planning to optimise passive and active recreational opportunities. Ursula Frayne Catholic Primary is located on Berwick Street.

Landscape and Public Realm

The Precinct has a reasonable tree canopy due to wide verges and low density development. Dominance of single story houses, wide roads and verges and larger front setbacks creates a spacious, open landscape character.

Figure 20.4 - Entent of Infill Development





East Victoria Park (West) has a diversity of older original homes on larger lots, and newer redevelopment, with some infill subdivision on larger lots. The precinct has a good coverage of tree canopy across lots and along streets and is conveniently located on the doorstep of Curtin University, with easy access to Albany Highway main street.

Opportunities and Challenges

This section discusses the key planning opportunities and challenges addressed by the *Local Planning Strategy* and makes recommendations for the future Local Planning Framework, including the new *Local Planning Scheme No.2* zones, reserves and planning controls where relevant.

Etwell Street Local Centre

The Town's draft Activity Centre Strategy recommended diversification of activities in Centre, however the current TPS No.1 permits or considers a wide range of commercial activities to service local neighbourhood needs (these include shops, consulting rooms and child care). As such, there is no need to review the permissibility of uses in in the Zoning Table. However, the Town may refine the planning controls for all Local Centre zones (such as plot ratio, height, building setbacks, shopfront design, car parking and shop-top housing).

Response to Central Sub-Regional Planning Framework

Kent Street

There is no opportunity to review the residential densities along Kent Street to achieve greater infill development that would meet the principles of an Urban Corridor, as per the State Government's *Central Sub-Regional Planning Framework*, given the extent of newer development and the multiplicity of landownership. Accordingly, there are no recommendations to review the density in this area and the Residential R20 zone will be transferred to the new *LPS No.2*.

Hillview Terrace

Given the size of original lots in the street blocks abutting Hillview Terrace, there has been minimal subdivision of land for grouped dwellings, although there has been a fair degree of demolition and redevelopment or renovation of single houses. While single dwellings on relatively large lots could present an opportunity for intensification of development, to achieve any meaningful increase in additional dwelling yields, as envisaged for Urban Corridors in the *Central Sub-Regional Planning Framework*, this would require significantly higher densities, which are likely to be incompatible with the character of the neighbourhood.

The community expressed a desire during the community engagement for the Town's *Strategic Community Plan* to retain some areas of the Town for larger family lots and to direct higher densities and infill dwellings to more suitable areas such as train station precincts and activity centres, as well as the Burswood Peninsula. As such, there are no recommendations to review the density in this area and the Residential R20 zone will be transferred into the new *LPS No.2*. Furthermore, higher densities and greater diversity of housing are being progressively development in the adjacent Bentley-Curtin Precinct as per the Bentley-Curtin Specialised Activity Centre Structure Plan.

20 Mofflyn Circle

This park is currently zoned Residential under TPS No.1 and should be reserved Parks and Recreation under the new *LPS No.2* to reflect its function.

Future Planning Framework

OBJECTIVES

The LPS objectives East Victoria Park (West) LPS Precinct are:

- 20.1. To maintain the existing low-scale, low-density residential character of the Precinct.
- 20.2 To ensure new development is consistent with the existing character and scale of dwellings throughout the Precinct.

ACTIONS

ACTION	TIMEFRAME
Strategic Planning	
20.1 Consider preparation of a Local Planning Policy to update planning controls for Local Centres	SHORT TERM
Local Planning Scheme No.2 LPS No.2 and Local Planning Policies	
20.2 Translate the current TPS No.1 zones, R-Code densities and planning controls into LPS No.2 with the exception of: <ul style="list-style-type: none"> • 20 Mofflyn Circle (existing park) which should be reserve Parks and Recreation. 	SHORT TERM

21. Bentley-Curtin

The Bentley-Curtin Precinct encompasses the area within the *Bentley-Curtin Specialised Activity Centre Plan* within the Town of Victoria Park and includes generally Curtin University campus, Technology Park Bentley, Bentley TAFE, aged care facilities and institutional uses between Jarrah and Hayman Roads, as well as the Jiradup Bushland Precinct supporting various education, community facilities and parklands.



Figure 21.1 - Bentley-Curtin Precinct

Current Planning Framework

The planning, subdivision and development of land within the Precinct is currently guided by multiple State government strategies and policies. The key documents are outlined below and the Town of Victoria Park must address through review and update to the Local Planning Framework.

STATE GOVERNMENT

Perth and Peel @ 3.5million Central Sub-Regional Planning Framework (WAPC 2018)

The State Government's metropolitan planning strategy *Perth and Peel @3.5million Central Sub-Regional Planning Framework* designates most of the Precinct as a Specialised Activity Centre (including land along George Street) and the Kensington Bushland-Harrod Rossiter Park area as part of the Green Network. The Specialised Activity Centre designation reflects the regionally significant education, research and knowledge-based activity that occur across the Precinct.

State Planning Policy 4.2 – Activity Centres for Perth and Peel (WAPC 2010)

Guides the size, mix of commercial activity, density of housing, built form and urban design of Activity Centres according to a hierarchy of centres of varying sizes and functions. SPP 4.2 designates Bentley-Curtin as a Specialised Activity Centre and requires an Activity Centre Structure Plan to be prepared, but does not make the final decision on applications.

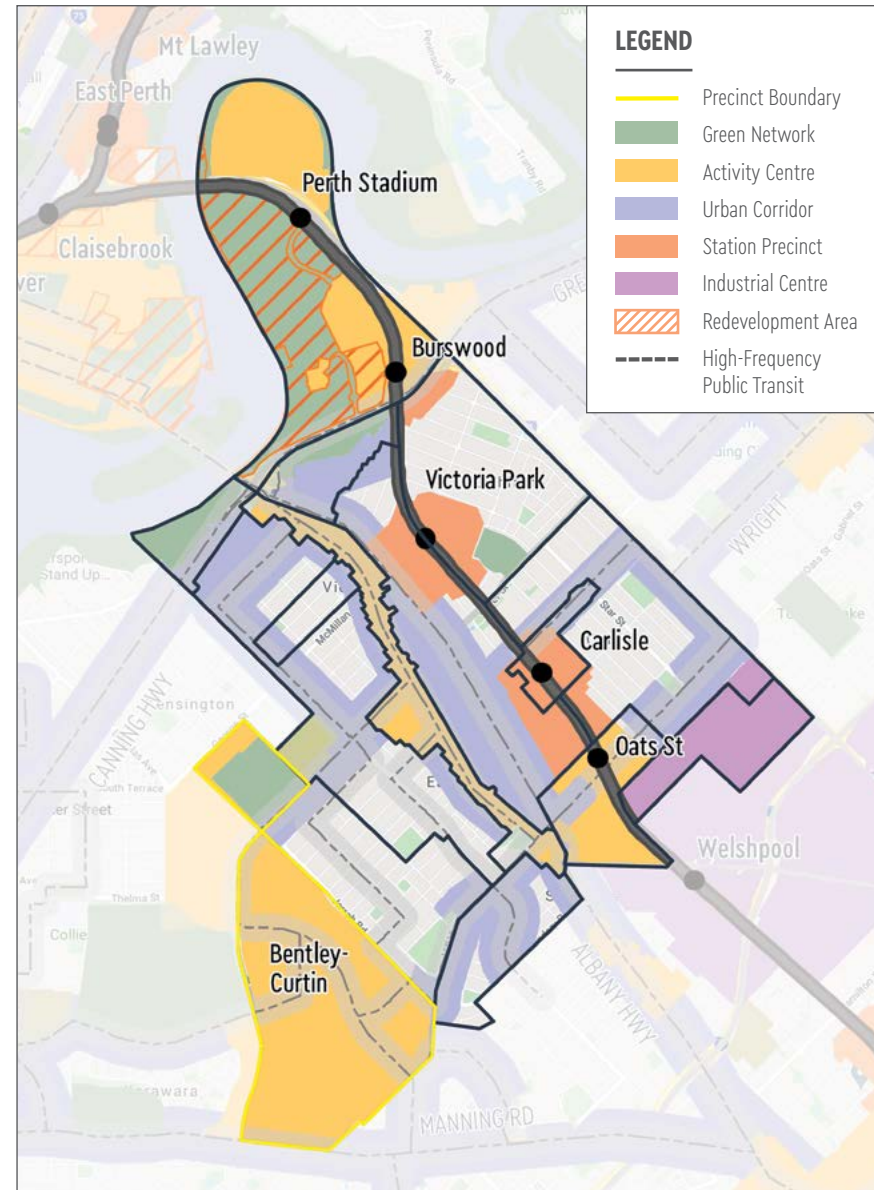


Figure 21.2 – Central Sub-Regional Planning Framework (WAPC, 2018)

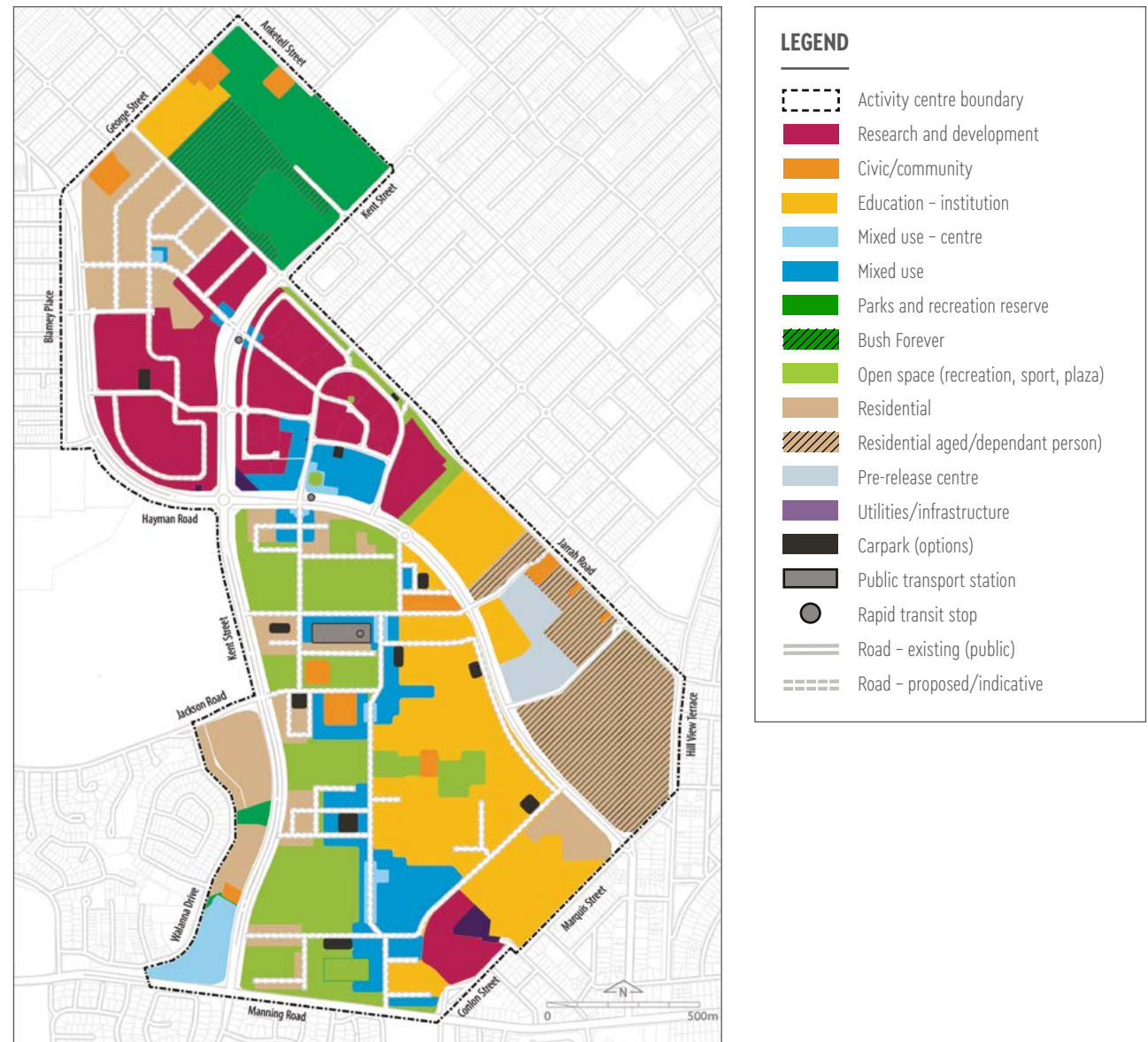
Bentley-Curtin Specialised Activity Centre Structure Plan (WA Planning Commission, 2018)

The Bentley-Curtin Specialised Activity Centre Structure Plan provides an indicative concept for the long-term growth and intensification of education, knowledge and research activity and residential development within the Town and adjoining land in the City of South Perth. The Plan estimates the potential for 20,600 jobs and 9,5000 residents (including 2,500 students at Curtin and aged persons), through development of 65,000–80,000 sqm of commercial floor space, 10,000 sqm of retail floor space and 5,000 dwellings.

Metropolitan Region Scheme

Curtin University and Bentley TAFE are reserved "Public Purpose" and Jiradup Bushland is reserved "Parks and Recreation" under the Metropolitan Region Scheme (MRS) meaning the WA Planning Commission is the responsible planning authority. The Town provides recommendations on subdivision and development proposals, but does not make the final decision on applications.

Figure 21.3 – Bentley-Curtin Specialised Activity Centre Structure Plan (WA Planning Commission)



TOWN OF VICTORIA PARK

The Town of Victoria Park has adopted a number of Informing Strategies that must be addressed through the Local Planning Framework. This section provides an outline of the key documents and a description of the current Town Planning Scheme No.1 planning controls for the Precinct which are under review through the *Local Planning Strategy*.

Economic Development Strategy: Pathways to Growth 2018 – 2023

The *Economic Development Strategy* proposes building on the significant foundation provided by over 100 existing knowledge-based organisations and businesses at Bentley-Curtin to create an Innovation City around the Bentley campus which in turn will grow the broader ecosystem of innovators and entrepreneurs across the Town. The Strategy recommends the Town undertake an active leadership role in partnership with Curtin University and others.

Draft Activity Centre Strategy (July 2018)

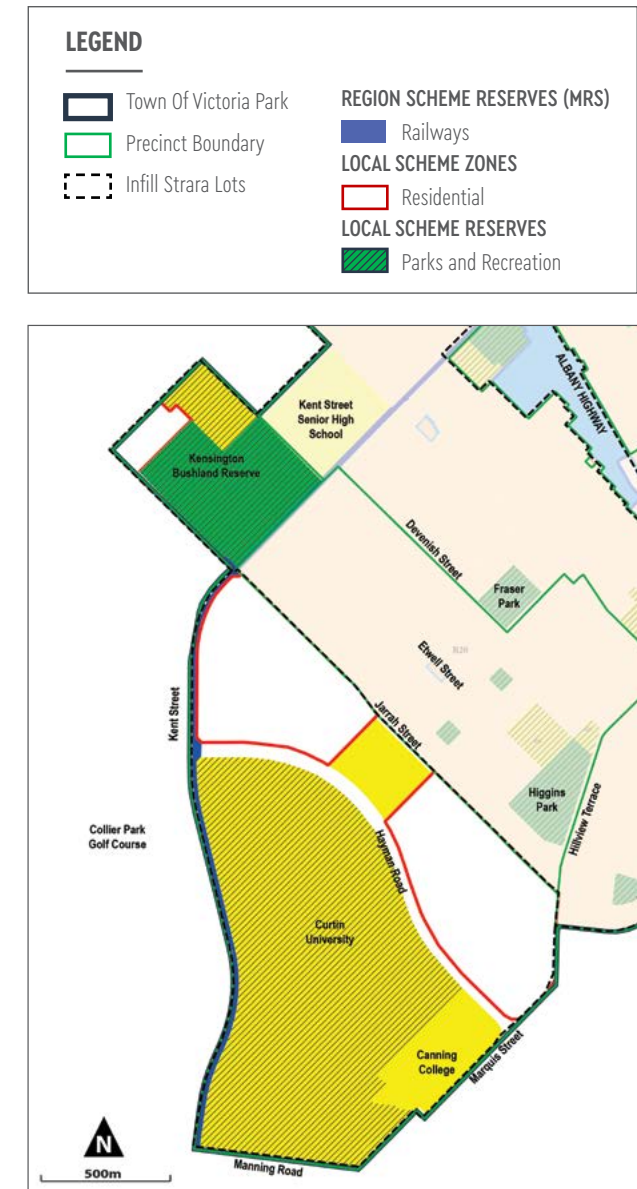
The *draft Activity Centre Strategy* acknowledges the significance and importance of Bentley-Curtin as a Specialised Activity Centre but raises concerns about the potential impact of planned retail floor space on the performance of Albany Highway retail and recommends submission of a Retail Sustainability Assessments with development applications over 5,000 sqm.

Town Planning Scheme No.1 and TPS Precinct Plan

The current Town Planning Scheme zones and key planning controls under review in the *Local Planning Strategy* are shown in Figure 5 and outlined below. In addition to TPS No.1 zones, current place-specific planning controls are:

- *TPS Precinct Plan P12 (East Victoria Park)* which restricts land uses to reserve purposes or incidental to recreation and community functions.
- *TPS Precinct Plan (P13) (Curtin)* providing land use permissibility and development requirements by sub-precinct:
 - **Residential and Special Facilities** – statement of preferred land uses, accommodation density equivalent to R40, transition of building heights to max. 15 metres, landscape setbacks and no new vehicle entry points.
 - **Technology Park** – statement of preferred land uses, max plot ratio 0.5, max 2 storey, setbacks and landscaping, pollution management.
 - **Public Purpose reserves for education** – outlines matters the Town will take into account when providing a planning recommendation to the WAPC, which include support for primarily educational uses with ancillary shops, high quality buildings, setbacks and quality landscape setting.

Figure 21.4 – Town Planning Scheme No.1 Zoning



Existing Character

This outline of the Precinct's existing character provides context for discussion of opportunities and challenges and Strategy recommendations for the future Local Planning Framework.

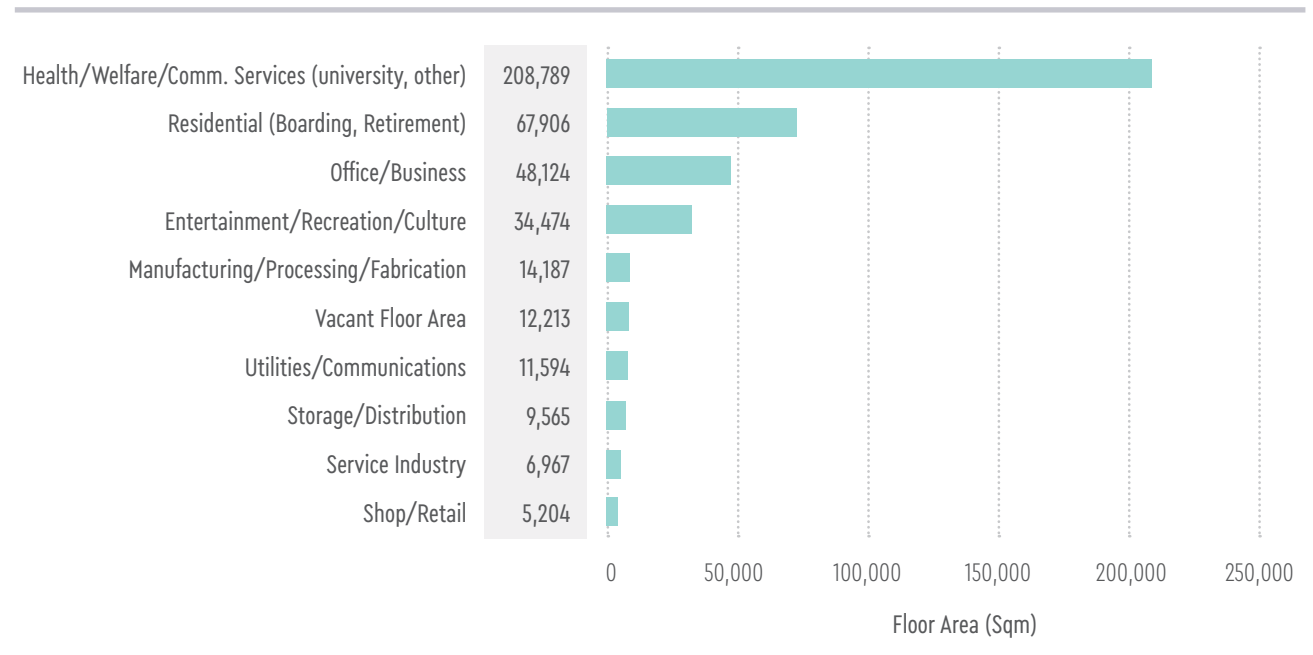
Urban Structure and Movement Network

The urban structure of the Precinct is dominated by the size and expanse of the Curtin University campus that is surrounded by the district roads, with large areas of open space and buildings generally setback from the boundary. Curtin University has an extensive internal service road network and pedestrian paths network connecting key activity areas (such as library, educational establishments, restaurants, and sporting facilities). A series of smaller sub-precincts run along Hayman Road to the north and east, each supporting a different activity focus (such as aged care and office park) on large landholdings, providing limited entry points and no road connection to surrounding residential areas further east. The Swan Care facilities to the south-east of the university have an internal road network. Technology Park reflects the office park layout of original subdivision, with low-scale / large footprint buildings in spacious surrounds and gateway entry roads.

The Jiradup Bushland-Kensington supports a variety of activity in discrete areas (bushland, ovals, community facilities, civic / education facilities), there is no vehicle access through from Kent to George St.

Kent Street, Hayman Road and Hillview Terrace are District Distributor A roads and Jarrah Road is a Local Distributor Road. There are multiple bus services along Kent St, Hayman Road and Hillview Terrace. Major road routes through the Precinct accommodate bicycle and pedestrian paths, however, these vary greatly in condition. Connections

Figure 21.5 – Types of Land Uses by Floor Space Area (Source: DPLH, 2017)



potentially available to cyclists and pedestrians but not vehicles, particularly along Jarrah Road, are physically traversable but often poorly signposted and constructed.

Land Use and Built Form

The Precinct currently accommodates education, business, institutional and accommodation land uses, with extensive areas for car parking, sporting activities, recreation and environmental conservation. There are a variety of building types, heights and ages.

In 2015–17, the State Government's *Survey of Land Use and Employment* identified a total of 419,000 sqm of floor space, with 62% within Curtin, 17% at Technology Park and 21% across the remaining land

use areas. The extent of floor space for education at Curtin University dominates.

In the Special Use zone, there are 630 dwellings which equates to a net residential density of 15 dwellings per hectare. Swan Care have proposed 875 new additional dwellings in the Bentley Park Masterplan (Swan Care 2019).

Landscape and Public Realm

Landscape is a defining feature of the Precinct with large expanses of open space around Curtin University, the parkland setting at Technology Park, the retention of tall pines and the expanse of bushland and ovals at Kensington.



Curtin-Bentley is a unique destination for learning and innovation within the Town and the greater Perth region. Anchored by the Curtin University Bentley campus and surrounded by private training institutions, technology industries and community service leaders, Curtin-Bentley is well-located for business and learning in Perth's inner suburbs. Curtin-Bentley is also home to two major aged care developments, providing a range of residential and care options for the Town's seniors. The Jirdarup Bushland Precinct is also within Curtin-Bentley, a Bush Forever site and much-loved natural area for the Town's community.

Opportunities and Challenges

This section discusses the key planning opportunities and challenges addressed by the *Local Planning Strategy* and makes recommendations for the future Local Planning Framework, including the new *Local Planning Scheme No.2* zones, reserves and planning controls where relevant.

Progressing the Bentley-Curtin Specialised Activity Centre Plan

The Bentley-Curtin Specialised Activity Centre is of strategic significance to the Town and the State. The *Specialised Activity Centre Structure Plan* provides for the growth of export-orientated knowledge-based businesses and industries (such as education) which is economically significant for the State through inward trade and investment. These businesses will also generate demand for other higher value, specialised support services (including technology, business development, and employee relations) and local goods and services, having a multiplier effect on the Town's local economy. The Plan provides more inner-city housing, thus more people closer to jobs and greater demand for public transit services. The Town is currently working with a consortium of local governments and Curtin University to plan for a future trackless tram (light rail) route from Curtin to the CBD and beyond.

Progressing detailed planning to realise the Activity Centre Plan will take considerable collaborative effort across multiple planning jurisdictions and interests - WA Planning Commission, Curtin University (and legislation), Technology Park Board (and legislation), WA government agencies and the Towns of Victoria Park and South Perth. Given the complexity and significance of the Plan, the Town should liaise with the WA Planning Commission and the City of South Perth to develop formal arrangements for strategic oversight of the Plan's implementation, review of the Plan at appropriate intervals (for instance, every 5 years) and provide more detailed and collaborative coordination of structure planning for 'growth' sub-precincts.

The Town does not support any amendments to Zones within the Activity Centre Plan area until such time as more detailed implementation of the Plan is developed.

Curtin University

Curtin University is progressively developing its campus. Development proposals are approved by the WA Planning Commission under the Metropolitan Region Scheme with advice from the Town.

The TPS Precinct Plan for Curtin should be reviewed to reflect the intent of the *Specialised Activity Centre Plan* and other planning considerations, including land uses and the extent of retail floor space. The Town's *draft Activity Centres Strategy* highlights a potential impact on retail trade along Albany Highway should the 10,000 sqm of planned retail for Bentley-Curtin be developed. The Strategy recommends that retail applications over 5,000 sqm be accompanied by Retail Sustainability Assessment to provide for independent assessment of potential impacts.

The Town provides advice and recommendations to the WA Planning Commission on significant proposals, supplemented by the advice of its Design Review Panel. Broad guiding statements for the Town's vision as to how development on the campus aligns with the broader Precinct are provided within the TPS1 Precinct Plan and should be reviewed and incorporated into the new Scheme to inform recommendations.

Technology Park

The *Specialised Activity Centre Plan* proposes extensive redevelopment of the Technology Park for business, mixed-use and retail. This includes land within the Town and the City of South Perth. The Town acknowledges the opportunity for a strategic refurbishment and modernisation of Technology Park Centre to develop a thriving knowledge-based research and innovation district and will investigate opportunities for partnering with the City of South Perth, Curtin University, landowners and others to progress detailed planning.

Detailed planning should define a vision for the future activity centre located on Hayman Road as it will play a critical unifying focal point for the whole precinct. There is an opportunity for innovative design and a mix of land uses in the centre to support the economic vision for Bentley-Curtin and the specialised mix of land uses within Technology Park. However, the Town's *draft Activity Centres Strategy* recommends that the 10,000 sqm retail floor space proposed in the Activity Centre Plan be reduced to provide for daily needs of workers and residents only, given potential impacts on the retail trade along Albany Highway.

It is recommended that this sub-precinct be designated as a Strategic Investigation Area for further planning and potential future changes to the planning framework through a strategic amendment to *LPS No.2* if relevant.

It is further recommended that Special Conditions be included under the Special Use Zone in the new *LPS No.2* that limits further subdivision to avoid further fragmentation of land, and require the preparation of a suitable statutory plan to guide future redevelopment of the sub-precinct.

Aged and Special Facilities Area

The sub-precinct bounded by Hayman Road, Jarrah Road, Marquis Street and South Metropolitan TAFE Bentley Campus currently supports a diversity of institutional and accommodation land uses. The land is zoned Special Use (Residential & Special Facilities) and has been identified as having potential for redevelopment in the *Specialised Activity Centre Plan*.

There are no current provisions under the Special Use Zone to require the preparation of an overarching plan to guide future development of sites in the sub-precinct. Past practice has been to negotiate the preparation of a Masterplan and for the Council to "note" the Masterplan via Council resolution, as has occurred with the two majority landholdings Juniper Rowethorpe and Swan Care Bentley. This practice has been adopted as there are no statutory provisions under TPS No.1 Special Use Zone to require preparation and adoption of a formal structure plan or local development plan under the 2015 Planning Regulations and any such plan would involve further additional layers of approval from the WAPC that are not considered necessary. The Rowethorpe Village Masterplan (for Juniper Rowethorpe) was accepted by Council in 2018 and the Bentley Park Master Plan (for Swan Care Bentley) is currently under review. The Masterplans include a series of overarching estate design principles and plans outlining movement networks, building locations, land use activities and building heights which are considered in the assessment of development and subdivision applications. This master planning approach has been generally successful for effective planning.

In addition to the Juniper Rowethorpe and Swan Care Bentley accommodation complexes, the sub-precinct includes the Boronia Pre-Release Centre for Women and Corrective Services Training Academy which are operated by state government agencies and do not require development approval from the Town. In view of the development process and nature of these facilities, there is not only no statutory obligation to prepare a structure plan or similar, but also little practical benefit. The balance of sites within the sub-precinct are developed as institutional or service uses and distributed throughout the sub-precinct. Structure planning for these sites in isolation is again of limited benefit.

The Model Scheme Provisions that will be used to draft a new *LPS No.2* provide the opportunity for Special Conditions to be attached to Special Use Zones. It is recommended that the Town investigate incorporating Special Conditions into the Scheme to provide broad guidance for development within the sub-precinct. The purpose of these Special Conditions would be to ensure cohesive interfaces and connections across the sub-precinct and appropriate land uses within sites.

Jirdarup Bushland, Harold Rossiter Park and Community Uses

The Town's *Public Open Space Strategy* (2019) recommends preparing and implementing master plans for Jirdarup Bushland Precinct and Harold Rossiter Park to guide future environmental, conservation and recreational activity and works. *The Bentley-Curtin Specialised Activity Centre Plan* recognises the ecological, civic and open space function of this sub-precinct area and reflects the intent of the current TPS No.1 Precinct Plan for limited development to maintain the integrity of the reserves for recreational and/or community purposes. The current TPS No.1 Precinct Plan provides minimal guidance for this area and it is recommended that definitions around desired land use and forms of development be reviewed and updated in *LPS No.2* to provide greater clarity should future proposals for land use or development arise.



Future Planning Framework

OBJECTIVES

The objectives for Bentley-Curtin Precinct are:

- 21.1 To develop an innovative, creative and collaborative centre of excellence in science, technology, education and research of State significance.
- 21.2. To develop a network of specialised places that delivers the unique vision for the Bentley-Curtin Specialised Activity Centre Plan while contributing to and enhancing the economic, social and physical character and wellbeing of the whole Town.
- 21.3 To demonstrate best practice and innovative sustainable city building and place-making from concept design through to long-term management.

ACTIONS

ACTION	TIMEFRAME
Strategic Planning	
21.1 Liaise with the WA Planning Commission and the City of South Perth to develop formal arrangements for strategic oversight of the Specialised Activity Centre Plan implementation and more detailed and collaborative coordination of structure planning / activity centre planning for 'growth' sub-precincts.	SHORT TERM
21.2 Designate Technology Park Centre as a Strategic Investigation Area and liaise with the City of South Perth and other stakeholders to define the boundaries and scope of detailed planning for the sub-precinct, including land use permissibility to encourage businesses that meet the vision for this sub-precinct.	SHORT TERM
Local Planning Scheme No.2 (LPS No.2) and Local Planning Policies	
21.3 Transition the current TPS No.1 zones/reserves and development requirements to LPS No.2 with the exception of: <ul style="list-style-type: none"> • Update development requirements in TPS Precinct Plan 13 to: <ul style="list-style-type: none"> • reflect the <i>Specialised Activity Centre Plan</i>, including desirable land uses and the submission of a Retail Sustainability Assessment for retail proposals over 5,000 sqm floor space. • reflect the basic parameters of the latest endorsed Swan Care Bentley Park Masterplan and Juniper Village Masterplan. • Insert a Special Condition in the Special Use zone as follows: <ul style="list-style-type: none"> • Future redevelopment of the Technology Park Centre to be guided by preparation of a structure plan and local development plan or other suitable planning instrument, and that further subdivision of the sub-precinct won't be supported until such time as a suitable planning instrument has been adopted. • Future redevelopment of properties between Hayman Road and Jarrah Road, south of Bentley TAFE to be guided by Special Conditions to facilitate appropriate land use, interface and connections between sites. 	SHORT TERM

22. Ridge (West)

The Ridge (West) Precinct encompasses the land zoned Residential R80 and R60 bounded by Berwick, McMaster and Leonard Streets, and the rear of commercial properties along Albany Highway.

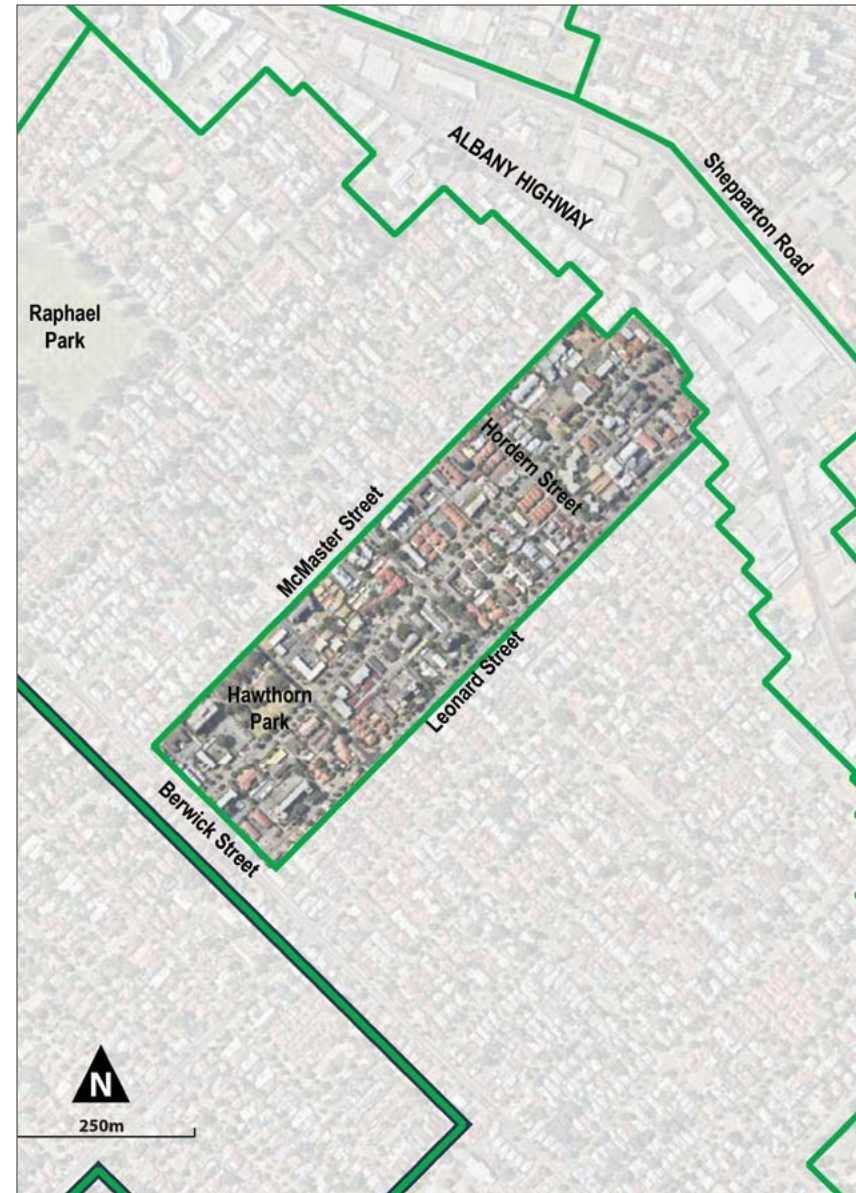


Figure 22.1 - Ridge (West)

Current Planning Framework

The planning, subdivision and development of land within the Precinct is currently guided by multiple State government strategies and policies. The key documents are outlined below and the Town of Victoria Park must address through review and update to the Local Planning Framework.

STATE GOVERNMENT

Perth and Peel @ 3.5million Central Sub-Regional Planning Framework (WAPC 2018)

The State Government's metropolitan planning strategy *Perth and Peel @3.5million Central Sub-Regional Planning Framework* designates Berwick Street and Albany Highway as Urban Corridors and potential places for higher density development.

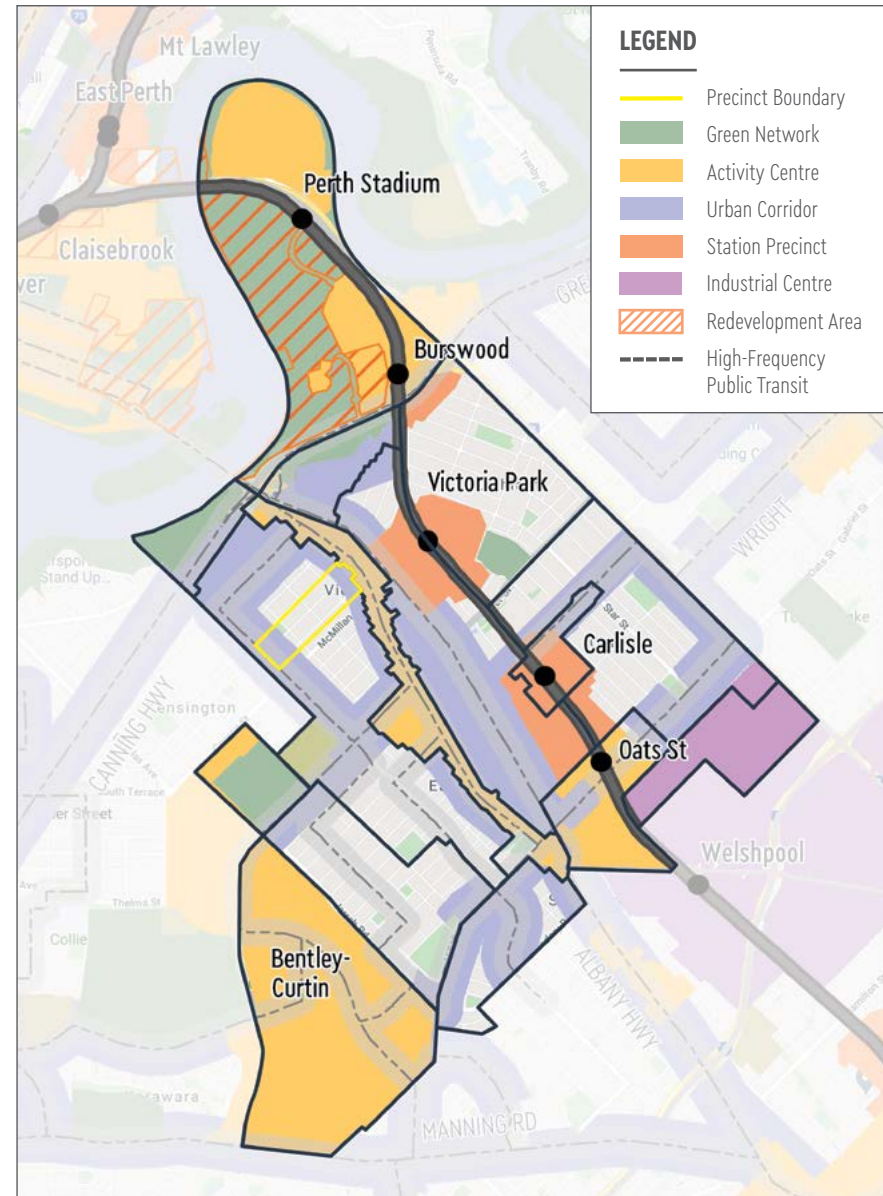


Figure 22.2 - Central Sub-Regional Planning Framework (WAPC, 2018)

TOWN OF VICTORIA PARK

The Town of Victoria Park has adopted a number of Informing Strategies that must be addressed through the Local Planning Framework. This section provides an outline of the key documents and a description of the current Town Planning Scheme No.1 planning controls for the Precinct which are under review through the *Local Planning Strategy*.

Town Planning Scheme No.1 and TPS Precinct Plan

The Precinct is zoned Residential R80 and R60 under the current Town Planning Scheme No.1 and Hawthorne Park is reserved Parks and Recreation. In addition to TPS No.1 zones, current place-specific planning controls are provided through *TPS Precinct Plan P5 (Raphael)* which generally requires development to be in accordance with the Residential Planning Codes.

Existing Character

This outline of the Precinct's existing character provides context for discussion of opportunities and challenges and Strategy recommendations for the future Local Planning Framework.

Urban Structure and Movement Network

The urban structure of the Precinct consists of traditional grid street network. Lot sizes range between 147 sqm and 5,265 sqm.

Land Use and Built Form

The Precinct contains a mix of low and medium rise apartments and townhouses/villas, with a few single houses. There is currently 1,398 dwellings and the net residential density of 90 dwellings per site hectare.

Landscape and Public Realm

The Precinct contains a large neighbourhood park and has low canopy coverage over private land, and slightly better coverage in streets.

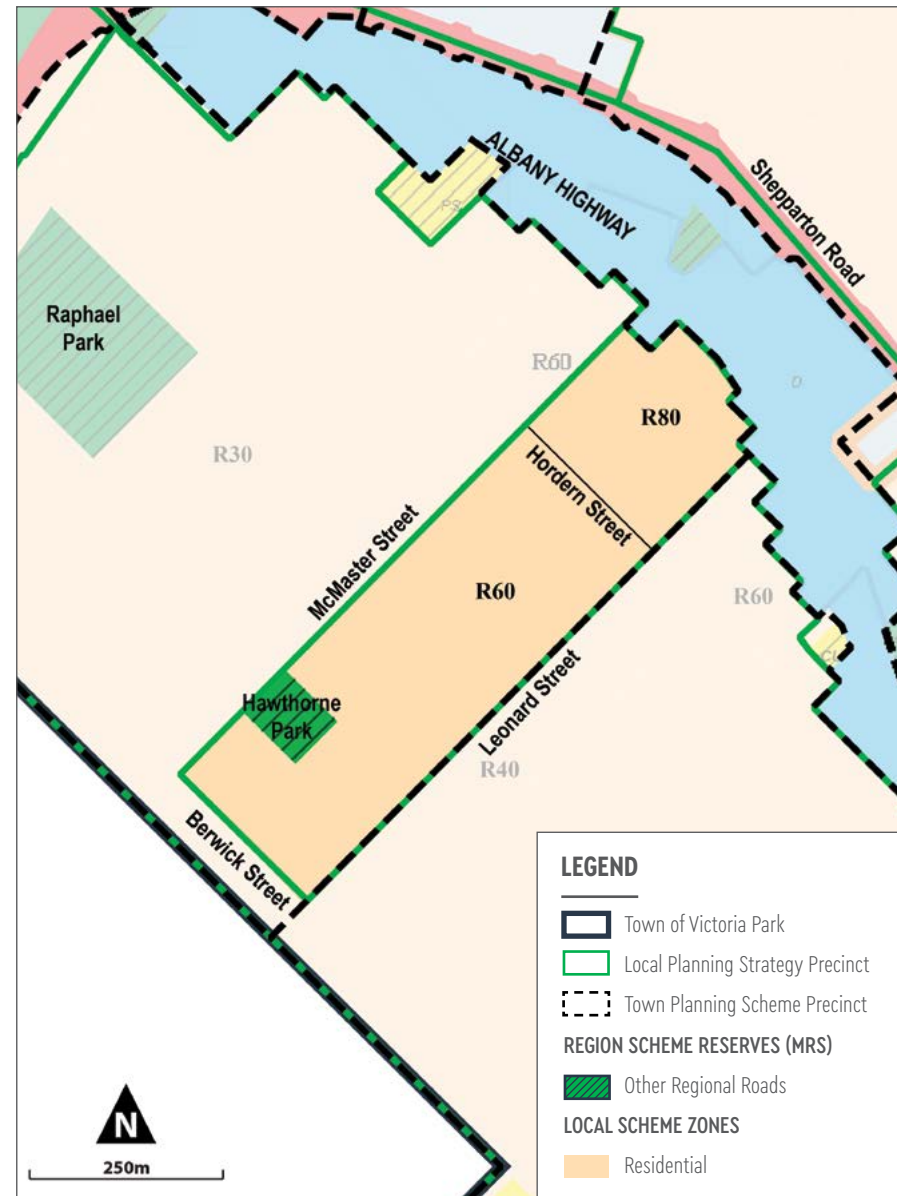


Figure 22.3 - TPS No.1 Zoning



The cluster of low and medium-rise apartments in this Precinct, makes a significant contribution to housing diversity and affordability for the Town, and provides for a diverse community.

OPPORTUNITIES AND CHALLENGES

This section discusses the key planning opportunities and challenges addressed by the *Local Planning Strategy* and makes recommendations for the future Local Planning Framework, including the new *Local Planning Scheme No.2* zones, reserves and planning controls where relevant.

Maintain Affordable Housing Supply

Dwellings in this Precinct contribute almost exclusively to the supply of affordable housing in the Town. While much of the building stock is aging and will become suitable for redevelopment in the longer-term, the Town does not support widespread redevelopment in the short to medium-term (eg. next 10–15 years), given the importance of maintaining housing diversity.

Future Planning Framework

OBJECTIVES

The objectives for Ridge (West) LPS Precinct are:

- 22.1** To plan for the longer-term redevelopment of the Precinct to medium-rise, high density development which includes a mix of building types and dwelling sizes.
- 22.2** Identify potential community benefits that may be gained through longer-term redevelopment.
- 22.3** To ensure there is an appropriate transition in built form and scale between the Precinct and surrounding lower-scale Residential Character areas.

ACTIONS

ACTION	TIMEFRAME
<i>Local Planning Scheme No.2 (LPS No.2) and Local Planning Policies</i>	
22.1 Transition the current TPS No.1 zones/reserves to LPS No.2.	SHORT TERM

PART C
Appendices



PART C – APPENDICES

1. Glossary of Terms



PART C – APPENDICES

2. Town of Victoria Park Local Profile



PART C – APPENDICES

3. Planning Strategy Responses to State Planning Policies



PART C – APPENDICES

4. Town of Victoria Park Draft Activity Centre Strategy

(Planwest, 2017)



PART C – APPENDICES

5. Analysis of Housing Consumption and Opportunities

(.id, 2016)



PART C – APPENDICES

6. Consolidated Table of Planning Strategy Actions

