



TOWN OF  
VICTORIA PARK



# OATS STREET STATION PRECINCT STRUCTURE PLAN STAGE 1 AND 2 ENGAGEMENT REPORT

Prepared for

**Town of Victoria Park**

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# APPENDIX

## OATS STREET STATION PRECINCT STRUCTURE PLAN ENGAGEMENT FINDINGS REPORT – APRIL 2024

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This Engagement Findings Report provides a summary of the engagement activities undertaken for the Oats Street Station Precinct project Stages 1 (Context Analysis) and Stage 2 (Scenario Development).

## Your Thoughts Participation To-Date

Your Thoughts is the Town's engagement website. A web page was created in August 2023 providing information on the project and opportunities for engagement.

- Total page visits to-date – 1,330
- Level of engagement to-date:
  - Engaged – 106 people
  - Informed – 529 people
  - Aware – 894 people
- Registered for project updates – 69 people

## Stage 1 – Context Analysis -Engagement Results

The following information was extracted from Context Analysis engagement.

### Initial Context Survey (Aug-Oct 2023)

An on-line context survey ran from early August to early October 2023. A total of 26 responses were received with respondents identifying in their relationship to the precinct in the following way:

- 62% - Living in or near the precinct
- 62% - Owning property in the precinct
- 38% - Using Oats St station &/or bus interchange
- 31% - Visiting the precinct often
- 23% - Running a business in the precinct
- 4% - Working in the precinct

### **Q - What do you like about the Oats Street Precinct?**

The two most liked aspects of the Oats Street precinct were its location (25% of comments) and public transport options (25% of comments) and the very good accessibility these factors gave to the wider sub-region, for example:

*Handy to the train line and easy access into the city and beyond.*

*Close proximity to major roads such as Albany highway, Shepperton Road, Welshpool Road and Orrong Road in addition to Perth CBD and Airport complimented by the Oat St Street railway station.*

The next attractive feature was the existing businesses (18% of comments), followed by open space and tree canopy (7% of comments) and local facilities (7% of comments), for example:

*There is some retail and hospitality that is occurring in the light industrial area.*

*The Vintage shops popping up around that are creating community activities.*

*We like that there is a variety and especially the Train Station.*

*The huge trees at the childcare centre. They are a highlight walking to station.*

*Great tree canopy in some areas.*

### **Q - Is there anything you dislike about the area? What should be improved?**

The biggest dislike and suggested improvement was safety and security (22% of comments) relating to crime, anti-social behaviour and lighting, for example:

*Needles everywhere. Having rocks thrown at me and my car. Being verbally and physically assaulted.*

*Crime and anti-social behaviour is already rampant in the area, don't want it to become worse.*

The next major dislikes and suggested improvements were poor walking and cycling environment (19% of comments) and need to improve the amenity of the area (19% of comments), for example:

*Cycling infrastructure is a shambles. I usually feel like I'm taking my life (and sometimes my kids too) into my hands when we try to ride to the pool, shops or station.*

*The footpaths are poorly maintained, with little thought to cyclists and other personal transit like scooters.*

*There's also limited shade ... which makes it unpleasant in hotter months.*

*Buildings in the area are very aged and in need of replacement/renovation.*

*Some old tired streets, in particular – Bank Street.*

*The Oats Street precinct is severely unkept compared to other parts of Carlisle and in the TOVP. Verges, sidewalks, fauna along the train line and Oats st are all overgrown, not maintained and are not attractive to passer-by's.*

Dislike and suggested improvements for traffic and parking (12% of comments) and lack of facilities/activities (12% of comments) also scored high, for example:

*Lack of activity after hours.*

*Need more family friendly facilities (for example cafes with alfresco area).*

*It's very uninspiring and there is no reason to "stay".*

*It's pretty hectic with current traffic movements, from cars, busses and trains.*

*Parking and traffic congestion during business hours.*

### **Q - How would you like to see the area evolve in the future? Can you think of any opportunities?**

Improvements to the walking and cycling environment were the most popular opportunity for improvement raised (20% of comments), for example:

*Car access to be a secondary priority to the free movement of people. a real eye on walkability and providing amenities that don't require a car to access. This could be a fantastic opportunity to be a shining beacon of modern, eco-minded, people-centred development.*

*I'd also really love to see consideration of canopy cover expansion from the very beginning, especially in pedestrian/cycling areas and along the PSP.*

*Increased lighting at night for foot traffic to Oats Street station along oats street.*

*Cyclist friendly design should be a priority for roads leading into a train station.*

The next popular opportunity was for mixed use redevelopment (17% of comments), for example:

*Would love it to be more mixed-use (not purely residential though, as there are probably a lot of businesses like ours that would like to live and work in the same place.*

*Needs more life during and outside work hours, rezone to residential / high density / mixed use.*

*The Light industrial should slowly be transformed into more mixed use residential, service, and small business orientated uses for the community, rather than industrial.*

*Evolution from outdated industrial & low density residential to an Activity Centre incorporating high density residential and commercial development opportunities, which capitalise on the high-quality transport infrastructure proposed through the Metronet project.*

14% of comments raised the opportunity for greater activation of the area, for example:

*The area needs cleaning up, beautifying and to be "activated" so it can become a nice community space. food trucks maybe, grassed area, free community events.*

*Needs more life during and outside work hours.*

*Give people something to walk to and maybe the streets will be a bit safer.*

12% of comments raised the opportunity for more retail and general commercial activity, for example:

*An IGA, community services ie medical, professional.*

*Somewhere to buy coffee at station (as long as they are waste free/ low waste).*

*The area on the corner of Rutland and Oats could be better utilised with a local IGA, retail or services.*

*A small IGA (not a lunch bar or deli) would attract commuters, locals and attendees to the local TAFE.*

10% of comments raised the opportunity for more residential development, and 10% wanted more facilities, for example:

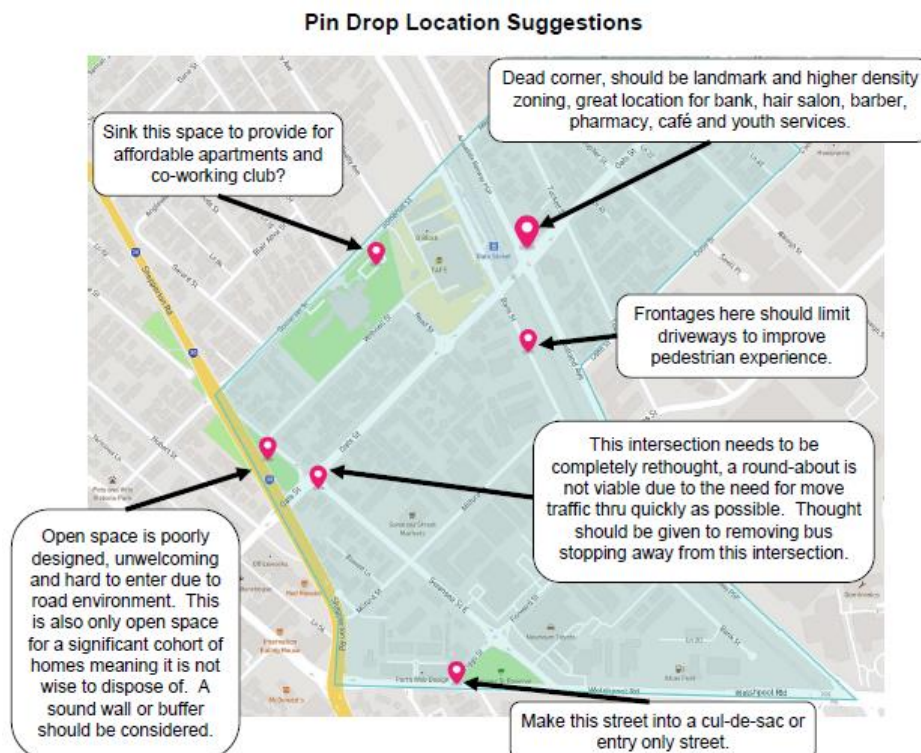
*High density housing works best when it is within walking distance of services particularly public transport and so it makes complete sense that some high-density housing be approved for the area near the new train & bus station at Oat St.*

*Minimum Four storey buildings, transport-oriented development, density gradient graduating out from highest at transport node.*

*Further development of the Aqualife complex to become a community hub could be possible. Possible expansion and diversification of the course offerings at Carlisle Tafe could also help the vibrancy of the area.*

*Recreational spaces.*

*Event friendly spaces (for buskers, markets, etc.).*



## Youth Engagement (August-October 2023)

Two sessions were held with local young people\* to ask what they'd like to see in the precinct and the Town generally, and their responses were:

- Pop up cafes, energy of the place
- Greenery/ more vegetation / more native plants
- Dog Parks/ playgrounds for dogs / More park areas for dogs
- Nature incorporated through buildings
- Lights in greenery, welcoming spaces
- Cleaner parks
- New playgrounds
- Seating, water fountains / was a nice place to hang out with other people around (like METLOX example from Manhattan Beach, see below)
- Places safe to wait for Uber
- Expanded verges at places for people space
- Space for people not like Albany Highway which is crammed at night
- Student indoor spaces for study / group projects / meeting areas
- Better Library/youth space
- Markets
- Events for youth (music)
- Food trucks on certain days
- Murals or public art to brighten the place up
- Inviting architecture , creativity
- Uniqueness
- More bike paths / running/ walking paths
- Better roads / less traffic
- More local shopping centres
- Less rubbish



METLOX development at Manhattan Beach USA – an example of a good public space raised by the Vic Park Young Leaders

## Initial Landowner Survey (Aug-Oct 2023)

All landowners in the current Industry Zone were invited to communicate their thoughts about the future of the precinct through an email survey, an offer to meet face-to-face (4 landowners took up this offer) and follow up phone calls where possible.

A total of 13 email responses were received:

### **Q - Where you aware the Precinct has potential for redevelopment?**

Yes –9 responses

No –3 responses

Vaguely –1 response

### **Q - What do you dislike about the precinct, what could be improved?**

- *Vehicular Traffic including along the Rail Line to ease congestion / Parking and traffic congestion during business hours.*
- *Ensure land use planning doesn't result in 100+ cars parked on the street around the car dealerships, spray painters and auto repairers etc on Forward St.*
- *Clean up and seal ROWs / roads often forgotten by the council when planning maintenance and street sweeping / Some old tired streets , in particular –Bank Street.*
- *general appearance of the area could certainly be improved with more attention to these services by council.*
- *Buildings in the area are very aged and in need of replacement/renovation / The industrial area is tired and needs a change / revamp / Facelift! With the lifted rail project I can see an opening for quality development in the area like on Archer Street.*

### **Q - How would you like to see the area evolve in the future? Do you see any opportunities?**

- *Residential -Much more housing near the stations.*
- *Residential -High density housing works best when it is within walking distance of services particularly public transport and so it makes complete sense that some high density housing be approved for the area near the new train & bus station at Oat St.*
- *Residential -Mainly for residential living.*
- *Mixed Use -Would love it to be more mixed-use (not purely residential though, as there are probably a lot of businesses like ours that would like to live and work in the same place.*
- *Mixed Use -Given its location aa mixed Commercial and residential zoning seems logical.*
- *Mixed Use -Evolution from outdated industrial & low density residential to an Activity Centre incorporating high density residential and commercial development opportunities, which capitalise on the high-quality transport infrastructure proposed through the Metronet project.*
- *Mixed Use -rezone to residential / high density / mixed use*
- *Mixed use -TOD with a mix of commercial and residential development / Increased building height around the future train station.*
- *Activity -Needs more life during and outside work hours,*
- *Retail -An IGA, community services ie medical, professional.*
- *Amenity -recreational spaces.*
- *Character -lots of building upgrades.*
- *Activity -communal areas and eateries for people to visit enjoy, co-collaborate.*



- *Amenity -improved public amenities below and around the train line.*
- *Greenery -increased urban canopy to replace/offset existing hardscape within almost all lots in the light industrial area.*

**Q- What would be the key barriers to any redevelopment?**

- *Probably Cost.*
- *Financial costs.*
- *Banking affordability/interest rates.*
- *Getting all owners to agree to sell for redevelopment -although with recent changes to the Strata Titles Act, this should be less of an issue if the majority of owners want to redevelop or sell to a developer (which I think is probably the case in our block at least).*
- *Fragmented ownership of some lots preventing redevelopment in the short term.*
- *Our property is part of a strata and so any change would I assume need to be for the entire property not just a single owner.*
- *Getting common approval from current property owners.*
- *Getting agreement from all 12 owners.*
- *Perceived or actual incompatibility of residential within an existing light industrial area hindering land sales*
- *Noise impacts from the train line.*
- *If the Metronet project is not adequately funded and delivered this may create low quality public realm areas*
- *Council.*
- *Present zoning/planning framework.*
- *NIMBY's.*
- *Delays, hindrance to small businesses. Possibly, party changes which could result in the development being scrapped due to funding.*
- *None.*
- *At this stage, the existing development suits demand.*

## Institutional Stakeholders

Key stakeholders were engaged in the Context Analysis stage to understand key issues, opportunities and future plans.

### Carlisle TAFE, July 2023

- Mostly operate Monday to Friday, some Saturdays, occasionally at night.
- At full capacity 300-350 students, no forecast increase in number students, demographics young males.
- Programs - auto vehicle (electrics, mechanism, panel and paint), refrigeration (largest southern hemisphere) and AMEP (migrant English with 100-150 students in this course).
- Designs for 2nd storey on café for a classroom and café fit out but no funding, recently put in EOT facilities and scooter locked parking.
- Around 10% students catch public transport.
- Intersection issues – cars and people, student cars speeding/hooning, Bank Street congestion and speed, any traffic calming welcome, dangerous for students, would welcome more parking, Car and theft issues with Aqualife.
- Lack of POS on site, so METRONET POS welcome, want to encourage student to get outdoor activity to keep occupied and create a social atmosphere.
- Mums and creche on Somerset St side with outdoor area + some grass but large fence needed for security.
- The lack of public toilets causes general public to enter the campus to use the facilities. This has led to cases of safety infringement with cases of vandalism and theft and overall loitering.

### Aqualife Facility Manager – August 2023

- 2005 redevelopment, lots of clubs and community love, solid place in community, 2,500 members, 400,000 visitors, visitation starting to drop slightly due to aging facility.
- Focus of Aqualife younger people / families engaging in rec activity, community swim club numbers slow decline but private swim clubs fine, clubs need to share space.
- Safety is a major concern – inside the premises, grounds, and carpark. This has gotten worse over the last 2-3 years. The cases increase during summertime and offenses occur throughout the day. Cases of used needles being found in the carpark is common, so is carjacking and stolen bikes.
- Lack of safe pedestrian spaces and walkways. No end of trip facilities for bikes, e-scooters or prams.
- Lots of clients ride bikes but deterred thru anti-social behaviour / need secure bike area, better cycle access to the Aqualife, scooter parking / charging etc.
- Lots of dead spaces that could generate activity and revenue.
- Green open space is underutilised and can be programmable.
- New easement from Whitnell St to Somerset St can be used for access.
- Lots of entry points that cause security issues but a lack of dedicated safe drop-off points for school kids, separate access for maintenance.
- Lots of school use, school buses need good solution safe drop off without obstructing traffic flow/parking flow, better access to facility, ride-share / taxi drop off (broad catchment for rehab).
- Parking demand on-site, TAFE students use / shuffle / competition, 3 hr time limit, 80 bays, overflow to grass.
- Desire to reducing speed limits around the facility.

### **Western Power – August 2023**

- WP's long-term plan is to utilise the current 66kV Victoria Park substation land to build a new 132kV site, all associated MV network as part of the project will be underground.
- WP notes that there are some existing MV and LV overhead and in the near future there are no plans to take this underground.

### **Water Corporation – July 2023**

- Drainage in precinct at capacity and would support development of open space around sumps where it doesn't impact on hydrology.
- Future review of wider WC drainage scheme is needed but not a priority at present.
- WC have funding program for development of open space around sumps where suitable, with WC 20% / LGA 80% of costs, smaller less intensive interventions could be negotiated on case-by-case basis.
- Encourage the Town to consolidate opportunities for basins on broader scale ie. combine Albany Highway precinct and Oats Precinct recommendations, include in future POS strategy review.

### **Department of Community– August 2023**

- No immediate plans to redevelop any properties located in the precinct, but always interested in reviewing zoning to higher density particularly around train stations.

## Project Stage 2 – Scenario Development and Testing – Engagement Results

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

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

### Community Drop In Session

A community drop-in evening was held at the Carlisle TAFE on 16 November 2023 and attended by around 10 residents and landowners, with the following feedback received:

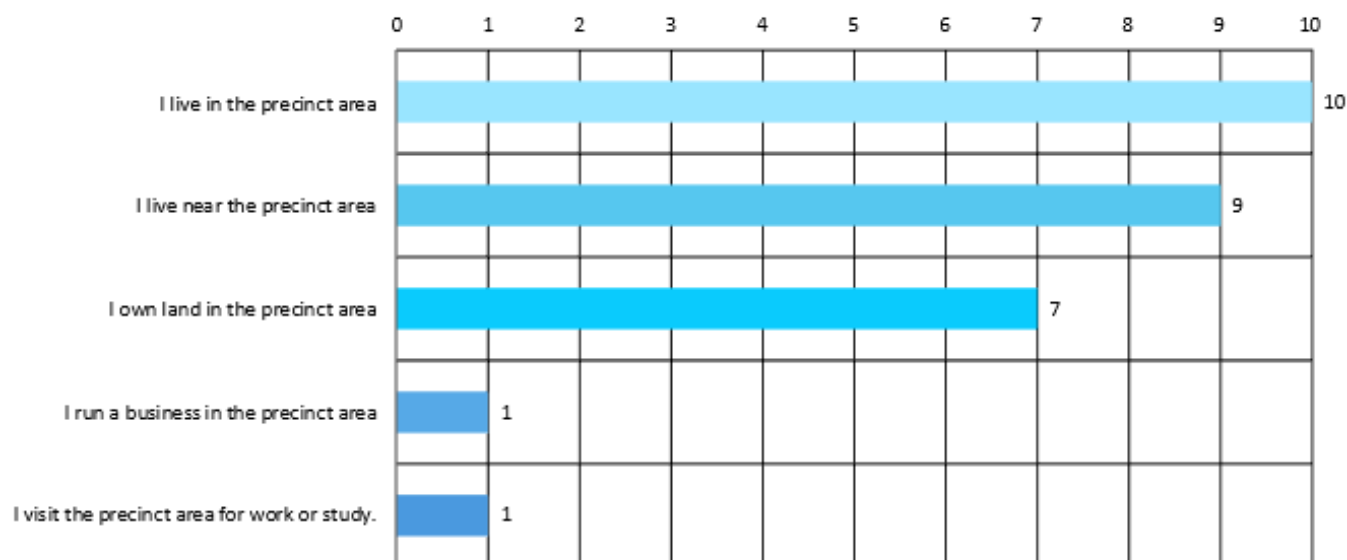
- Overwhelming support for redevelopment around the train station.
- Good support for development of some heights, including 2 landowners (Bank Street) who would like to maximise height.
- Some concern re the impact on adjoining residential zone west of railway from a rear neighbour, so consider height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



## Public Advertising Submissions

The scenarios were advertised for public comment from 9 to 30 November, with a total of 23 submissions received (17 surveys responses and 5 emails/letters).

### Q - What's your connection to the area? (tick multiple boxes) (survey responses only)



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

Yes - 48%

No – 17%

Didn't answer question - 22%

Oppose more dwellings – 13%

Comments:

- *There are opportunities for more density but not higher density.*
- *Apartments towards Shepperton Road.*
- *Do not put in a lot of apartments traffic issues already and parking a concern.*
- *Prefer to see density further east if we've met min targets for around station.*
- *Density could increase as residents experience the benefit of proximity to the rail and bike paths into the city and the need for cars and parking is reduced.*
- *Demand in the area is already high and location is very attractive.*
- *You have planned for too many new dwellings in an already dangerous and poorly planned area.*
- *Good start but do some commercial viability testing, including cost of amalgamating lots (learn lessons from Leederville TOD).*
- *Prefer to see a smaller number of dwellings such as townhouses and villas and some low-rise apartment complexes than a lot of larger complexes.*
- *Extremely concerned that this plan to radically increase the number of housing by this many, within such a small geographical area is unreasonable and will impact on the quality of life of all concerned.*
- *The increased density also needs to consider if it is high enough to encourage a local economy that can sustain local cafes and specialty service shops. There should be some science behind if it is feasible for a developer to develop some of the lower density/height limit areas.*

- *The current design has good design intentions, but the timeline of developments occurring is unknown. Some development will occur, but likely not much for a long period of time.*
- *Time horizon for the growth is probably quite long.*

**Q - If we haven't planned for enough residential growth, how should we plan for more dwellings?**

Comments:

- *Option 2 is heading in the right direction, however I believe there is an additional opportunity for the current R40 areas being proposed for rezoning to R60, such as those either side of Oat St west of the train station, to also have the option of higher densities subject to the amalgamation of adjacent plots. Especially groups of houses in those zones closer to the train station.*
- *Getting rid of the anti social people living in large groups in your consolidated public housing units would help both to sell land / build more and improve overall community safety and resident satisfaction. This would mean you need to expand your boundaries a little though.*
- *Gradually moving light industries out.*
- *Fill in empty blocks and repurpose empty industrial blocks.*
- *Residential growth is fine if there is a sense of community. Would micro parks be included or just the main one on Forward St and Welshpool Road.*
- *You should not border off the existing residential areas of Carlisle (the area beyond the precinct) with every type of man-made border possible (train-line, bike path, high-rise residential buildings). Carlisle has some of the worst crime per-capita in the entire State, and has been left to the dogs for years. Both of the scenarios presented appear as though the Town is walling the area of Carlisle off. Inclusive Town's don't wall off the poor areas and make slums. It appears the park that was planned near Oats St station is now planned to be high density residential. So, the Open Spaces Plan listed residents of Carlisle in the area as being at risk of isolation, and lacking the required amount of open spaces, yet the Town plans to build high density apartments there? History has shown that more people = more isolation and less open space. In regards to where you should put more dwellings, the answer is anywhere but one of the State's hotspots for social housing. Things are not being managed properly as it is, and the last thing we need is an excuse for the State to build more social housing in this area.*
- *Getting commercial advice as to what is a feasible sized development that may encourage development to achieve the vision for the area. Density and height can be done well. It shouldn't be the only measure of proposed development for TOD area.*
- *Consider expanding the "zone" to 15 minutes walking distance all around the station.*
- *By upgrade all other infrastructure (roads, parks, amenities) to handle an increase in dwellings before dwellings are constructed.*
- *Better safe bike and walking paths to commercial areas. Increased green space in close proximity to all residents. Bridges or underpasses for cyclists and pedestrians to cross busy roads. This will help reduce the need for parking and large private gardens.*
- *extend the boundary northwards along Bank Street, and northward along Rutland Avenue. Allow properties facing Regional Road Shepperton Road to go to four storeys.*
- *Stepped Taller buildings in the pink zone (1407 DW).*
- *Within 500m of the station precinct and along the railway line, particularly to the North as there is another station close by.*

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

Comments:

- *About right*
- *About Right in the right locations*
- *I think these are satisfactory, although dwellings such as townhouses and villas could be considered more*
- *I think they are okay and like that the higher ones are near the retrain station*
- *I think they're best in the distributed scenario.*
- *I think they look about right*
- *Too high*
- *too high*
- *I believe 10 stories is too high for the area, hence my preference for Option 2.*
- *They should be no more than 6 storeys*
- *The heights in scenario 2 are ok. It would be desirable if new residential buildings could incorporate, roof-top gardens. Taller buildings need to have an attractive wall, whether this is done by mural or to incorporate growing plants on the side of the walls.*
- *In the first option 10 storeys is too high. Maximum should be around 5 like in 2nd scenario with option of retail on ground floor*
- *Too high. Maximum should be 4 storeys*
- *We tend to lean towards the building heights proposed in the Distributed Density scenario 2.*
- *Outside of Carlisle doesn't concern me, and I suspect high density may suit around Swansea St. In the suburban streets of Carlisle, it should be no more than 2 stories. 3 if the bottom story are shops or something to actually visit.*
- *Right locations. Heights no more than 4 storeys should be permitted.*
- *option 1 with taller building near the station is probably not ideal - spreading residential density has a better chance of maintaining organic growth*
- *Distribution density O2 has a better balance in the difference between building heights so less looking down into neighbouring properties. Better privacy and aesthetic appeal with a gradual change across boundaries. You can go higher. Including higher on Milford Street and Oats Street.*
- *Developers could build taller buildings if they have more set back and the developer plant tall tree species in the set back.*
- *The buildings closer to the station in the centre of the area could certainly be higher if needed, if the density needs to be increased to meet state targets.*
- *I live at 5/56 Oats St. and I am very concerned as both of the proposals indicate that my small unit will likely be hemmed in by at least two, or possibly even three multi storey residences. This includes the block directly next to me (shared fence line) with what is currently the back of a car yard. Of concern is that even prior to the development I am experiencing noise issues because of the situation and close proximity of the house behind me! The proposition of having large multi storey residences overlooking the property on two sides along with the likelihood of visual intrusion into my space and the noise from what I imagine would be many balconies overlooking the property would be immense. I implore you to consider keeping the number of storeys to a minimum in this particular situation, when overlooking existing homes, to make this project work! \$ storeys maximum, and then set back a bit from the shared fence line.*

**Q - What do you think about the proposed minor increase in densities for existing residential zoned areas?**

Comments:

- *As mentioned in (3) I believe there is an additional opportunity for those areas to also have the option of higher densities subject to the amalgamation of adjacent plots.*
- *ok with it*
- *Fine*
- *Totally fine by me, but I also want to see new laws to retain trees on private land - otherwise we're going to lose a lot of canopy during redevelopment.*
- *No issue*
- *I think it's fine*
- *Fine also.*
- *This should be okay.*
- *no issues*
- *Great.*
- *I'm more in favour of any upcoding in existing residential frames to not exceed 3 storeys. I think 4 storey developments within these areas may be too jarring to the existing streetscapes.*
- *If this will deliver a practical size or smaller properties single level properties or townhouses with some external space then I think it would be positive.*
- *Don't want apartments that are over 5 stories high*
- *Ok as long as height of buildings doesn't exceed 4 storeys*
- *Yes, these are encouraged. Given their proximity to the station, and on the busier streets, these should be targeted for higher development potential. Again, without encouragement of making a developer profit, nothing along these areas will change given their strata ownership complexities.*
- *I support it, BUT need to address the current challenges already with traffic management AND parked up streets*
- *Essential due to proximity to train. Prefer that the building height is only up to 6 stories with increased building heights distributed evenly over a larger land area.*
- *Not enough to trigger redevelopment in the next 27 years.*
- *R60 & to a lesser extent R40 don't allow for private trees. Whereas apartment buildings with set back can have trees on private property.*
- *I think I have covered this in other questions; however, the existing high-density areas in Carlisle are an absolute nightmare to live near, the streets are increasingly littered with syringes and crime is rampant. Work with the State to improve safety and lower crime for those of us not in social housing already living here, and if this is not possible, resist/prevent changes that will allow for multi-level slums to develop. It ruined areas in Cannington, Queens Park, Beckenham etc.*
- *don't agree*
- *I think you are trying to squeeze too many properties into too small a space and must consider the impact on practicalities like traffic (already heavy down Oats st, even without the train station barriers in place) with obvious restrictions on alternative entry routes into this location geographically. This would need to be considered in conjunction with main roads to factor in traffic flow and pedestrian safety.*
- *Traffic an issue on oats street and speed put in traffic calming*

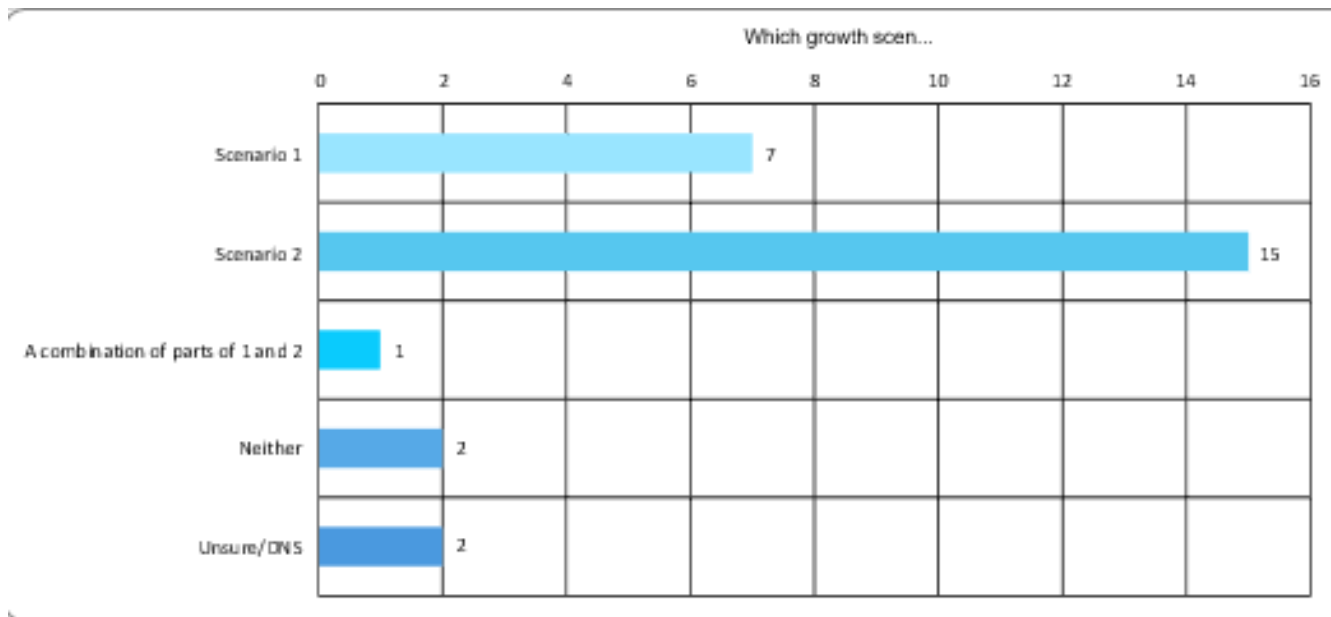


**Q - What do you think about the balance of land for residential vs business?**

Comments:

- *About right. Replacing current light industrial with more commercial space and pushing towards Welshpool Rd is desirable.*
- *Not phased either way.*
- *To me it seems good. I'd like to see more corner stores throughout the town, it would be great to encourage this here.*
- *Yes but less industrial more retail and food options.*
- *Yes.*
- *Balance is about right.*
- *Good.*
- *Fine.*
- *too much residential.*
- *Ensure business and local grocer.*
- *It looks like a lot of positive steps will be taken to integrate business with residential. I think the plans will improve the area for both residents and business owners. Close and easy access to shopping without a car is ideal.*
- *unsure. Business can always be included as part of residential developments as well.*
- *Need to have mixed use of commercial in ground floor and apartments above, like the new developments in vic park...*
- *Hopefully noise is not a concern with the increase in density of the mixed-use precinct. Commercial and industrial places still need to have a green feel about them and not become like barren concrete spaces such as Osborne Park.*
- *Activate the train station precinct with somewhat of a strip. Just high density housing should be avoided at all costs as the Town has historically neglected the entire area. There is almost NOTHING about South Carlisle on the Town website or socials AT ALL, and the Town needs to Plan for the area to flourish, not pit a nail in the coffin.*
- *The higher density areas should encourage a mixed use outcome, whereas the medium density should predominantly be residential. The balance of land in the industrial area is a great opportunity to encourage high density mixed use areas. That precinct would need to encourage significant incentive to develop (ie more density and height) otherwise given their current uses, are unlikely to change or move out of the precinct anytime soon.*
- *Between Milford and Forward St could also become residential. But that could happen at a later date. Maybe council or the state Government designate a retail precinct for shops and cafes. (eg old Swansea St Markets). This area would feature more greenspace or parking.*
- *I see lots of residential and lots of industrial. What I don't see much of is commercial land to support food outlets, cafe's, retail and the like to support the future higher density of residents, the TAFE and the Recreation complex. One idea that comes to mind would be adding a floor to the residential towers surrounding the station and making the bottom floor of all buildings commercial to support these type of businesses and bring some life to the area. If that doesn't happen, there will be nothing drawing people outside regularly, or keeping students and visitors in the area and the area will remain a dead, lifeless and unsafe place, as it is now.*
- *Businesses that exist in the area now are an absolute disaster for parking. That needs to be addressed alongside this development plan.*

**Q - Which growth scenario do you prefer? (Scenario 1 – Consolidated Core, Scenario 2 – Distributed)**



**Comments:**

- Scenario 2 with additional allowances for higher density subject to amalgamation of plots.
- Higher building density means more housing. This is a good thing.
- In Scenario 2, we do like the proposed redevelopment around Swansea St and Milford St incorporating more residential, would help reactivate that area a bit.
- I like that something is being done in the area, but honestly, it is difficult to see how the developments will add value/liveability to the area for existing residents / improve social housing issues.
- Scenario 2 is wholistically a better outcome. Promoting development across a wider area, which will have long term impacts in increasing the amenity of the area. The only limiting factor is the watering down of height and density. There is a significant risk that the height and density in this scenario will not encourage development to occur in a timely manner, if at all. The end outcome will be a scattering of development that has no real positive outcome for increasing the amenity of the area.
- I live in the current zoned R30 region between Swansea St and Shepperton - I would be happy to see this increased to R60, but i would think it makes more sense to have this area be mixed retail/residential as well.
- The industrial area around the precinct is distinctly underutilised. I walk my dog around the streets at the back of Oats St daily and have observed many of the buildings as abandoned, empty or sparsely occupied. If businesses are operating out of these commercial properties, then they appear to be few and far between, and the land would be better served by transforming this prime land into housing. A more distributed residential plan is appropriate here!
- I think the core model looks better than the distributed model. to my mind, it will be easier to infill more later, as new developments will not need to be redeveloped.
- In response to the 2 growth scenarios, either option is considered to be a positive outcome for the area and would be supported. Untimely both options combined would result in a complete transition of the area and provide greater likelihood in the success of the area. 4-10 storeys within the core in addition to transitioning out all of the existing light industrial area for mixed use would provide more opportunities for development and improve the streetscape throughout the precinct. Notwithstanding, of both options the Consolidated Core option is the preferred for the following reasons

- • Additional height is preferred adjacent to the raised rail line to provide built form at and above the height of the rail line. This will assist in mitigating the visual impact of the rail line and to provide a better balance in scale;
- • Within urban infill settings only a small percentage of properties will develop within the medium to long term (30% or less) therefore providing greater development potential will make reaching the residential dwelling targets more likely;
- • Larger developments are generally better designed than smaller developments as higher quality designers and architects are involved in the projects; and
- • Greater emphasis on the public realm around the station will help resolve existing anti-social issues (CPTED principles).

**Q - Do you have any other comments to share with us?**

- *I believe there is also an opportunity to do much more with the Tafe. Redeveloping that area to incorporate underground / lower level parking to give back some side street parking to residents, ground floor retail, a modern multi-story tertiary education facility to replace the current Tafe and student housing.*
- *Area needs to expand. You've drawn boundaries that are very arbitrary on the Carlisle side and then just stop at Bishopsgate. What about the Carlisle collective? What about the people that suffer the whole way up Cohn St from trucks and generators? What about the people in the area concerned about crime.*
- *People instinctively don't like the idea of tall residential buildings, but everyone loves beautiful high density cities like Paris. If we can ensure new developments are beautiful, people will be much keener on the plan.*
- *I think the area need better street scapes, lighting as you work towards these scenarios. I also think the Swansea St market redevelopment shouldn't have been voted against. If this is the way the council really wants to move forward!*
- *Please don't turn us into Cockburn with no heart or soul. A local Grocer would be good but no 7/11. Oats st is a issue with traffic and speed without any controls don't allow traffic to go down mercury or archer as an alternative. Direct down Welshpool road or alternative routes. Bishopsgate St shouldn't be a rat run either put traffic calming in.*
- *Given the intended increase in population who may be dependent on public transport, you need to zone for a independent supermarket like IGA within walking distance from the train.*
- *Scenario 2 - Distributed Density, is a better option. It combines gentrification, and more public realm upgrades. It gives the opportunity to liven Swansea St area with a pedestrian focus. The mixed-use precinct will hopefully minimize crime, compared to just commercial/light industry.*
- *I particularly like to proposal to redesign the water catchment at the end of Jupiter st.*
- *The fixing up of light industrial along Bank street is welcomed. Some retail would be good there instead.*
- *Everyone that I have spoken to is concerned about crime and safety in the area. Whatever is done needs to have a reduction in crime at the forefront (and not by way of putting more people here so as to influence crime per capita rates without actually reducing the number of offences and criminals that live here. The Town needs to be working to 'outprice' the State from putting more social housing here. The residents have had more than enough crime to last several lifetimes, and the Town needs to start planning to clean the area up on a permanent basis. It's been done elsewhere, to the detriment of this area. The median price of housing has raised 275,000 every 7 years nation-wide. I have been here for nearly two decades, and the value of my home has risen half of that. I pay 30% more in rates (and twice the rubbish levy) than surrounding areas which have seen greater financial growth, and a reduction in crime. Please help.*
- *I understand there is a balance between not creating too much of a change, but this is a great opportunity to push for development change and an increase in the amenity of a very well located area, within close proximity to the station. the City needs to consider what has worked in other TOD areas. Usually it is having to encourage more density and heights. If the planning changes don't quite encourage development (ie the ability for a developer to make a profit to cover their risk exposure) then nothing happens, and for those developments that do progress, are often cost constrained and end in poor quality design and workmanship.*
- *Don't mess up such a good opportunity to develop the area!*

- *More green space not under the railway line is needed. A park between the TAFE and Aqualife would be wonderful.*
- *Oats St will become busier (Perth is still a car orientated city). Could council NOT try and fit everything along Oats St like they are trying to do on Archer St. ie Could cycle lanes be placed along both Somerset-Mercury AND Milford-Cohn (& not Oats). Also could council encourage trees in front yards rather than planting in the road (like Archer St). Oats St should contain a transit corridor for cars, bus, parking for businesses and verge trees. Can councillors or policy makers cycle along the length of Archer St - Mint St and then along the length of Mercury St - Somerset St and see which they prefer. We need to plan for another vehicle crossing under the railway, eg between Briggs and Forward St. (I have previously suggested this to metronet but they didn't seem interested). Could council designate the species and approx number of trees that will be planted along the verges prior to developers submitting applications (The locations and exact number will be fined tuned once the developer submits an application). The trees would be planted after the buildings are complete. Reasoning is to encourage the developer to plan for greenery. 58 Grose Ave, Cannington appears to be a good development with greenery out the front. All lacks is trees out the front (due to overhead power lines). I notice with residential developments council insists on landscaping being specified on building plans, but that which is installed is poorly maintained. Simpler landscaping that is cared for looks better than that which is poorly maintained. Trees and lawn are simpler to maintain, and are used by some of the industrial businesses along Tomlinson Rd and Rutland Ave.*
- *Great to see some progress, near this train station, bringing some life to the area. I can't wait for this to happen for the other stations within Victoria Park.*
- *It will be important for there to be a phase-in period for the industrial/commercial properties as there is quite a mix of businesses in place currently. Parking should be considered as there are a number of commercial properties that seem to have excessive numbers of vehicles for their size which are often verge parked. Security will also need to be considered as this can be an issue in the area.*
- *should move the TAFE instead if you want some residential zone. your proposals will turn it in a low social economic area.*
- *Please consider planting established trees around the properties you are developing, particularly as a visual screen around existing properties like mine to minimise the impact of the development on our privacy, and as a buffer for sound. IA tree canopy is also a very important in planning consideration to counteract the heat generated by buildings, in developing eco friendly environments and visually for the quality of life of all residents. Also consider how squeezing so many houses into such a small block of land will impact the liveability of the space. The precinct around the train station and in Carlisle already has a pre-existing crime problem... how will security concerns with so many additional dwellings in such a tight space be addressed?*
- *Where residential areas are adjacent to the train station and/or commercial zones (eg Milford St, Bank St), it would be good to see emphasis placed on using green canopy and other landscaping to improve overall street appeal and minimise the visual impact of these public areas on residences.*
- *Il think apartments around the train station should have good retail spaces on the ground floor.*
- *I see both two options are to screen the substation with increased verge planting. However, why not work with Western Power to remove this substation? This substation has been downgraded to a switchyard in Western Power's 2023 report, and all transformers were removed last year; transmission lines also go underground with towers removed around this area. I didn't see any future for this switchyard. While the land is so close to the new elevated rail and public space, it is such a great opportunity to turn it into a shop or post office etc, so as to bring convenience to neighbourhoods. THUMB UP TO REMOVE SUBSTATION*
- *The current drainage reserve in the corner of Beatty Ave/Somerset St, opposite to the Aqualife parking lot, plans to transfer to a max 3-storey apartment building, but are we sure this land and the geology properties are suitable for such a large building? Also, R60 will make this area too crowded for existing community. DISAGREE TO TURN THIS AREA TO BUILDING*
- *Does the town consider all proposals to upgrade the basin with an increased tree canopy and path: does it mean the town will make them open to the public to enjoy instead of close with fence? THUMB UP TO MAKE IT ACCESS FOR COMMUNITY*

- *Shopping, cafes, coffee shops and dining/shopping/entertainment places around new stations are still too few; suggest to utilize them to make it convenient for the community, instead of building too many apartments. THUMB UP TO BRING MORE BUSINESS ALONG NEW ELEVATED RAIL.*
- *Increased density and rezoning of land to allow for mixed use within close proximity to Oats Street Station is a positive outcome of the area and for the wider community. The key principles of activity precinct planning have been well considered in an effort to address current social, economic and environmental issues affecting the greater metropolitan region.*
- *Be brave to allow high density residential. Make it well designed.*
- *Ensure development contributions to cover new Public Open Space Provision, local road rebuilds, and undergrounding of power lines. Developers trying to leverage off big government investment, need to pay their fair share of contributions.*
- *New public open space needs to be created in the Precinct area. I disagree with any of your assertions that the deficiencies of public open space in Carlisle are covered by the public realm under the new rail viaduct.*
- *Expect new residential developers to pay a cash contribution to Town of Victoria Park, and the Town would over time purchase pieces of land to turn into parkland.*
- *Many of the local roads would need to be rebuilt to reflect their new residential role, therefore Town of Victoria Park should not wear this local road rebuild bill alone.*
- *Power lines, especially the voltage line along Bank Street need to be sunk to increase the amenity for apartments in proximity to the train station. If the State Agency Western Power did this, it would need to get its money back for the investment of public monies. If this is not done, then a developer contribution mechanism is needed so the works can be undertaken.*
- *Oats Street needs to be widened to allow a dedicated bus-only lane. To encourage public transit, that is bus transit, you need dedicated bus lanes. Bus users hate buses getting stuck behind lines of cars along different parts of Oats Street.*
- *Given many of the older homes are being redeveloped along Oats Street, and the ownerships have been changing. In the interests of the regional area, please enact a planning mechanism to widen Oats Street by a few metres so you do have enough room for a bus only lane. Don't be scared of it, it merely allows buses to not be stuck in car-traffic. It does not mean buses are to be travelling faster than 50km/hour or 40km per hour. ie. The buses will not be speeding.*
- *Very aware of continually claims from Town of Victoria Park and 'local surveys' of wider footpaths, more verge space, more trees, protected bike lanes, etc. Yet not at the expense of bus only lanes. You keep ignoring the buses, which are essential to public transit take up, use, mode-shift. So from Albany Highway/Oats Street to Orrong/Oats Street, create some buses lanes east/west.*
- *You can extend the Oats Station redevelopment boundary further along Bank Street to the north, and along Rutland Avenue to the north.*
- *These low-density properties, including duplexes, and grouped dwellings, face an upgraded rail corridor. There should be no issue with them being allowed to go higher (beyond 2 storeys) when they are facing an elevated new viaduct.*
- *Plus Shepperton Road properties should be allowed to go beyond the mere 2 storeys.*
- *They should be able to higher to face the future six lane regional road. Why not? They can make use of the north/south future bus lanes. Real Transit Orientated Developments.*
- *Allow redevelopment all the way around the Forward Street areas.*
- *R80 upward should be allowed. Yes 4 storeys should be allowed on Somerset Street.*
- *Oats Street residential should be allowed to go higher than '3 storeys'.*
- *Yet at the same time, I agree with the ten storeys proposed in the Consolidated Core Scenario opposite each side of the new rail station.*

## Town's Urban Planning Team

Feedback received from the Towns' Urban Planning team was:

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

## Town's Design Review Panel

The scenarios were reviewed by the Town's Urban Design Panel in November 2023 with David Bar, Tony Blackwell and Malcolm Mackay attending.

### Urban Structure / Staging / Plan Implementation

- Sense of identity needs to be clear with connections to precinct context and character.
- Consider consolidating redevelopment in a smaller area closer to station (scenario 1) versus widespread across the whole precinct (scenario 2) as this may catalyse redevelopment, attract investment, enable alignment with streetscape / infrastructure upgrades and form a more realistic growth scenario over next 5-10 years.
- Consider infrastructure-led redevelopment, create the context for investment.
- Acknowledge the importance of the TAFE and Aqualife sites as hubs, consider advocacy for redevelopment.

### Urban Ecology and Public Realm

- There is no industry consensus on the best way to achieve sustainable building design, consider the feasibility of provisions aligning to development scale, consider minimum 1-star above existing NCC codes for energy efficiency, consider exemplar ESD outcomes in exchange for bonus density / height.
- Ensure hierarchy of open spaces and develop micro-spaces, use fig trees as wayfinding.
- Use street tree heights to mitigate impact of elevated rail and ensure abutments are landscaped.
- Aim for higher urban forest canopy coverage, especially to reduce urban heat island effect and create connected walkable canopy along streets.
- Station precincts typically require an added level of attention to detail for pedestrian movements, in particular pedestrian crossings and at intermodal transport points eg. around station and bus exchange.

### Land Use / Built Form

- Support development of affordable, mid-range product, good opportunity for 3 storey walk up apartments, unlikely get 4 storeys, 4-16 storeys harder to achieve, would townhouses be appropriate in some locations.
- Consider the business incubation role of the area.
- Medium density R-Codes do not always result in good built form design, consider mechanisms to address built form quality.
- Consider introducing minimum building heights, be mindful of what the market delivers versus the R-Code density.
- Support residential frame for up-coding.
- Ideal to have Milford St same zones/density to 'curate' the quality of built form on both sides of the street.

- Basement parking not feasible.

## **Movement**

- Movement hierarchy needs to be clear to prioritise and encourage sustainable transport modes (walking, cycling, micro-mobility) to the station and bus interchange, and consider quality surrounding streets.
- Pedestrian path network also needs to be improved.

## **Elected Member Concept Forum**

The two scenarios were reviewed by the Elected Members at a Concept Forum on 20 November 2023, and the following comments made:

- Support for up-coding existing residential area to allow for 3-4 storeys.
- Most support for higher density close to station, with heights ranging up to 6 to 10 storeys.
- Most support for Scenario 2 (Distributed Density, wider spread of height up to 6 storeys), leverages amenity from recently upgraded Forward Reserve, greater extent of mixed use which provides potential for apartments and housing affordability.
- Questioned desirability of living near industrial area, with transitioning needing to be managed eg possible noise attenuation but mindful of impact on affordability. How would quality of streets/character be defined in a mixed-use area (residential and light industrial).
- Clarification sought on Town's infill dwelling targets and what type of activity centre Oats Street Station is and impact on extent of growth and land uses. Consideration given to classifying precinct as District (Activity) Centre as more appropriate guide development to service the daily and weekly needs / greater local community focus / jobs to match catchment needs / mix of land uses with complementary office development and SPP 4.2 Activities Centres residential density target between 20 and 30 dwellings per gross hectare in District Centres.
- The existing and emerging diversity of business activity as this is shaping a new identity for the area and it would be a shame to lose some of these niche businesses, business incubation opportunities and more affordable business space.
- Large offices would be unappealing in this area given opportunity to better locate in other centres and desire for apartments/mixed use, although offices could be better located along Welshpool Rd.
- Encourage an active mix of uses day and night to encourage people activity day and night.
- How can businesses aligned to the Town's climate goals be attracted to the area, ensure we don't exclude them through planning, and maintain incubator spaces to attract innovative businesses.
- Importance of Welshpool Road in attracting passing trade, facilitate commercial /showroom focus vs mixed use given potential low likelihood of apartments in that area.
- Pedestrian and bike permeability throughout the area is a high priority.
- Need to pay attention to the quality and nature of streetscapes to fit desired land uses vs industrial look.
- Parking should be at grade / sleeved behind buildings given constraints on basements from high water table.
- Design infrastructure and amenity upgrades up front.
- Support for increasing tree canopy target and additional open space.
- Some concerns about impact of additional population growth on local social and transport infrastructure, including sufficient provision of open space.
- Question regarding potential for community infrastructure contributions to fund social and open space infrastructure, and space needed for additional social infrastructure.
- Consider ways to facilitate a more orderly staging of development to avoid poor built environment outcomes for residents although acknowledge the constraints with private land ownership and strata arrangements.

- The likely economic, environmental, and social outcomes for the area from high-density residential developments, with no additional community infrastructure, adjacent to a raised railway line and heavy state infrastructure assets, and with interwoven industrial areas is a concern which needs to be investigated.
- How can we engage more thoroughly with community to enable informed responses on the proposals, in the next stage of the project.

## Department for Planning, Lands and Heritage

Comments received from the Precinct Planning, METRONET and Schemes teams at the DPLH in November 2023:

- Key elements from each scenario would suite good precinct planning outcomes.
- Scenario 1 (Consolidated Core) looks appropriate for a short-medium timeframe and Scenario 2 (Distributed) more suited to a longer timeframe.
- From an economic feasibility perspective allowing up to 10 storeys close to the station may well provide flexibility in determining future built form outcomes, and built form cost feasibility for developers, while allowing for good building interface with the street. 10 storeys maximise development opportunities close to the station and maximises the benefit of the public transport infrastructure, public spaces and amenities under the rail.
- General support for increased intensity down Milford Street. May also be appropriate to have some upcoding along Swansea Street East as it offers something different to core directly around station.
- Support 4 storeys on Water Corporate property frontage along Somerset Street and lot size enables transition to lower high to adjoining single storey areas. Support transition of height to adjoining lower height areas.
- Support upcoding of the residential frame precinct to R60, particularly around Oats Street as good access to the station, regional bike path and Albany Hwy and while the existing housing typologies do not lend themselves to redevelopment, we would not wish to rule it out. Support additional north-eastern area included in precinct boundary.
- Introducing a minimum building height (or height range) in key locations looks to be a good method of aiming to achieving density appropriate for a station precinct.
- While the service commercial/light industry area to the east of Milford Street is zoned Urban in the MRS it serves an important function and creates a vibrant area so loss of such uses should be managed with some commercial uses being encouraged on the ground floor, where appropriate.
- The extent of commercial uses on the ground floor in mixed use areas should be informed by demand or allow for other activators, should allow some flexible/adaptable uses (i.e. co working spaces).
- Knowing the Town is actively working on tree canopy augmentation, this should be prioritised in the plan. Opportunities for the public realm around drainage and water should also be considered (including any drainage basins).
- Beneficial to determine a street hierarchy for the precinct to guide and set expectations for streetscape quality and built form.
- Given the size of the street blocks additional well-designed laneways and PAWs could be encouraged to improve permeability through the precinct. Along these lines the green link adjacent to the Aqualife between Somerset Street and Withnell Street is strongly supported
- The upgrading of public realm, key public transport and pedestrian/cycle link streets in both scenarios is supported, including on Swansea St, Somerset St and Milford St.
- Given Oats Street will be a public transport linkage and the only street traversing the rail corridor east-west it would be good to establish the quieter Somerset and Milford Streets as not only key pedestrian links with widened paths and increased canopy along verges but also emphasize as cycle and scooter links as well providing good access to the station, regional bike path and also to Albany Hwy.



## Technical Consultants

Technical sub-consultants on the project reviewed the scenarios and provided the following feedback:

### Transport Planning

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

### Civil Engineering

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

### Water Management

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