STATION PRECINCTS IMPROVEMENT SCHEME REPORT

NOVEMBER 2026

PrecinctsWA

GOVERNMENT OF WESTERN AUSTRALIA

WAPC Western Australian Planning Commission

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Aboriginal and Torres Strait Islander people are advised that this publication may contain images or names of people who are deceased.

GOVERNMENT OF WESTERN AUSTRALIA

Department of **Planning, Lands and Heritage**

ACKNOWLEDGEMENT OF COUNTRY

The Department of Planning, Lands and Heritage acknowledges Aboriginal people as the traditional custodians of Western Australia. We pay our respects to the Ancestors and Elders, both past and present, and the ongoing connection between people, land, waters and community. We acknowledge those who continue to share knowledge, their traditions and culture to support our journey for reconciliation. In particular, we recognise land and cultural heritage as places that hold great significance for Aboriginal people.

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INTRODUCTION

Precincts WA is a Western Australian Government initiative designed to unlock housing opportunities around metropolitan train stations, supporting Perth's transition to a more compact, connected and sustainable city. It aligns with the objectives of Perth and Peel @ 3.5 million by directing housing growth to locations with strong access to public transport, jobs, services and community facilities.

Precincts WA uses the Improvement Plan and Improvement Scheme provisions of the Planning and Development Act 2005 (the Act) to establish a single planning framework across multiple station precincts. This approach will:

- Streamline decision-making, by reducing complexity, duplication and delays;
- Provide greater certainty for communities and industry by establishing consistent planning and development settings under a single statutory framework; and
- Encourage a wider range of housing types around stations to meet the needs of different households and life stages.

Improvement Plan 65 – Station Precincts was declared on 28 July 2026. The Improvement Plan authorises the preparation of an Improvement Scheme and establishes the planning objectives and outcomes to be achieved through the Scheme.

The Scheme provides a single statutory framework for land use and development across the identified precincts.

This Improvement Scheme Report (Report) has been prepared by the Department of Planning, Lands and Heritage on behalf of the Western Australian Planning Commission (WAPC) to support implementation of the Improvement Scheme.

The Report is to be read in conjunction with the Improvement Scheme and explains the strategic rationale, objectives and policy directions that underpin the Scheme. It has been prepared to assist decision-makers, proponents and stakeholders to understand how the scheme is intended to operate to achieve contextually appropriate development outcomes across multiple station precincts.

The Report does not form part of the Improvement Scheme. It serves the function of a local planning strategy under Part 3 of the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations) and, unless otherwise specified in the Scheme, replaces the requirement for a precinct structure plan.

In administering the Scheme, the WAPC is required to have regard to the Report, where relevant, when considering planning and development applications and when exercising discretion under the Scheme. The Report is structured in three complementary parts.

PART 1 - IMPROVEMENT SCHEME

Focuses on the structure and operation of the Improvement Scheme. It outlines how the Scheme is organised and administered, including its zoning framework, land use provisions, and development processes. It provides practical guidance on how the statutory provisions of the scheme will be applied in practice, helping decision-makers, proponents, and stakeholders to understand how development and subdivision will be assessed and managed under the Scheme.

PART 2 - GENERAL PROVISIONS

Sets out the policy directions that underpin the Improvement Scheme. It provides the strategic context, including the objectives for station precincts, relevant State and local planning policies, and key thematic considerations such as housing diversity, heritage, infrastructure, and public realm design. This section is intended to establish a clear and consistent foundation for understanding how the Scheme aligns with broader metropolitan planning objectives and the outcomes it is seeking to achieve across all precincts.

PART 3 - PRECINCT PROVISIONS

Describes the vision, context, objectives and desired outcomes for each precinct, consistent with the principles of State Planning Policy 7.2: Precinct Design. This includes guidance on matters such as urban structure, urban ecology, land use, built form, movement networks, public realm and infrastructure. Together, these precinct specific sections help ensure a consistent planning approach is applied across all station precincts while recognising and responding to the unique character and opportunities of each location to support high quality, contextually appropriate development.

PART 1 - IMPROVEMENT SCHEME

1.1 Improvement Plan

Improvement plans are non-statutory instruments made under Part 8 – Division 1 of the Act to establish the strategic planning and development intent for a defined area.

Improvement Plan 65 – Station Precincts was declared on 28 July 2026, and includes land within the catchment of the following stations:

- Bassendean
- Carlisle/Oats Street
- Claisebrook
- Cottesloe
- Glendalough
- Morley
- Mosman Park
- Swanbourne

The Improvement Plan boundary generally encompasses the walkable catchment (10 minute walk) of each station and responds to local context, strategic development opportunities and feedback from local governments during consultation.

The purpose of Improvement Plan No. 65 is to:

- Enable the WAPC to undertake all steps to advance the planning and development of land within the selected station precincts.
- Authorise the making of a Station Precincts Improvement Scheme to be implemented within the Improvement Plan area.

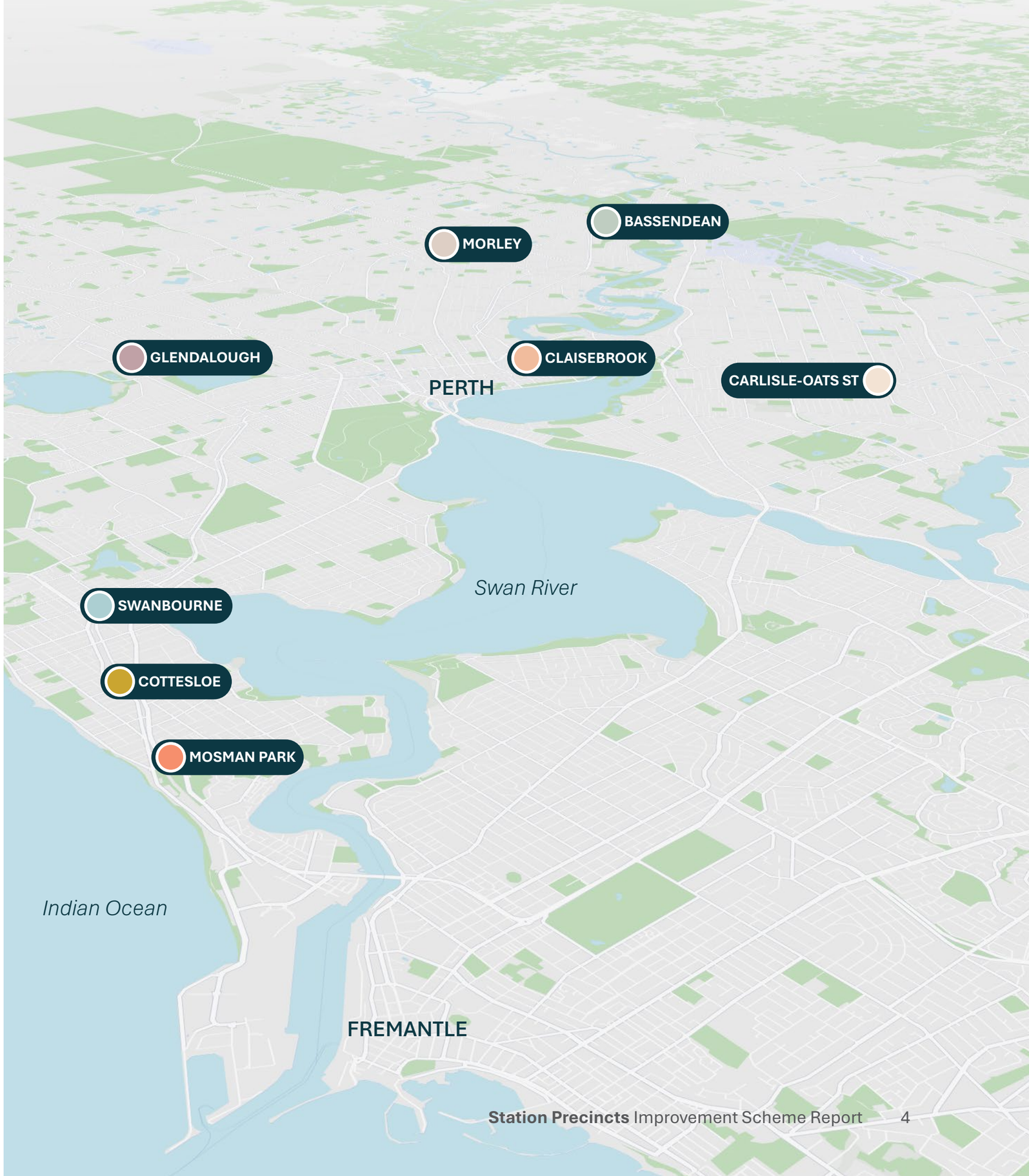
1.2 Improvement Scheme

Improvement schemes are made under Part 8 – Division 2 of the Act to give statutory effect to the strategic objectives of an improvement plan.

The WAPC resolved to initiate the preparation of Station Precincts Improvement Scheme No. 1 on 17 June 2026. The objectives of the Scheme are to:

- Support a connected and compact city by guiding planning and development to align with State and metropolitan strategic planning objectives for sustainable urban growth and efficient land use.
- Facilitate orderly and proper planning of the Scheme area.
- Facilitate housing delivery and choice by enabling the timely delivery of new housing within walking distance of passenger rail stations, providing a diverse range of dwelling types, sizes and tenures to meet the needs of different households and lifecycle stages.
- Optimise the use of land and infrastructure by maximising the development potential of land within station precincts, including State-owned land, and leveraging existing and planned transport, social and physical infrastructure.
- Increase certainty and consistency in decision-making through a contemporary, flexible and fit-for-purpose statutory planning framework that delivers consistent planning controls while responding to local context and site-specific considerations.

- Promote high-quality urban design and amenity by facilitating development that positively contributes to streets, public spaces and station precinct environments, achieving appropriate outcomes for built form, scale, interface and amenity.
- Coordinate infrastructure and servicing outcomes by supporting efficient staging and delivery of infrastructure and services by State agencies and other providers to enable orderly development.
- Enable renewal while respecting local context by supporting urban change within station precincts while appropriately recognising and responding to heritage, character and environmental values through proportionate, design-led outcomes.



1.3 Scheme Structure

The Station Precincts Improvement Scheme differs from conventional improvement schemes in that it applies across multiple, geographically distinct station precincts, rather than a single project area.

To support this broader application, the Scheme establishes a consistent set of objectives, planning controls and decision-making processes applicable across the identified precincts. This provides certainty for communities, local governments and the development industry, reduces duplication of planning effort, and enables more efficient and coordinated assessment of development proposals within station catchments.

At the same time, the Scheme recognises that station precincts vary in their location, built context, local character and market profile. To address these differences, the Scheme includes precinct-specific provisions allowing development outcomes to be tailored to local conditions while remaining aligned with the overarching strategic objectives.

1.4 Scheme Administration

Upon commencement, the Improvement Scheme will replace the Metropolitan Region Scheme and affected local planning schemes, in accordance with section 122(d) of the Act.

The WAPC will be responsible for implementing the Improvement Scheme and determining development applications within the scheme area. The WAPC may authorise local governments to assess and determine certain classes of development under delegation.

1.5 Scheme Area

The Station Precincts Improvement Scheme covers all land identified on the Scheme Maps and excludes any land:

- in an approved redevelopment scheme under the Metropolitan Redevelopment Authority Act 2011;
- in the redevelopment area as defined in the Hope Valley-Wattleup Redevelopment Act 2000;
- in the development control area as defined in the Swan and Canning Rivers Management Act 2006; or
- in the Swan Valley.

1.6 Reserves and Zones

The Improvement Scheme establishes a consistent set of reserves and zones across all station precincts, in accordance with the deemed provisions of the Regulations.

Residential, Mixed Use and Centre zones have generally been applied to land identified for redevelopment, urban infill and strategic development opportunities. These zones support transit oriented development, housing intensification and mixed use development within station catchments, consistent with the objectives of the Scheme.

1.7 Land Use

Land use classifications and definitions are consistent with the Schedule 1 Model Provisions of the Regulations. This ensures consistency with surrounding local planning schemes and enables a streamlined process for future conformance if and when the Improvement Scheme is repealed and planning control reverts to local governments.

1.8 Subdivision and Development

Subdivision of land will follow the conventional application process and require approval of the WAPC pursuant to Part 10 of the Act. Under the Improvement Scheme, the WAPC has the ability to create roads through subdivision and close roads as if they were the local government.

As noted in 1.4 above, the WAPC will be the responsible authority for determining development applications unless it delegates responsibility to the relevant local government.

Unless otherwise specified in the Improvement Scheme, applications for development approval will generally be processed and determined in accordance with the development assessment procedures contained in the deemed provisions of the Regulations. Development within the Scheme Area is not eligible for determination by a Development Assessment Panel and will instead be determined by the WAPC or its delegate.

1.9 Model and Deemed Provisions

To maintain consistency with surrounding local planning schemes, the Improvement Scheme calls in the Schedule 2 Deemed Provisions and utilises the Schedule 1 Model Provisions for the manner and form of the Improvement Scheme, the reserve and zone names and objectives, and land use terms.





1.10 State Planning Policies & Planning Codes

Station Precincts Improvement Scheme No. 1 has been prepared to operate within, and give effect to, the State planning framework. The Scheme does not seek to duplicate or replace applicable state planning policies or planning codes, but provides a statutory framework to guide development within station precincts in a manner that is consistent with those instruments.

State planning policies continue to apply to land within the Improvement Scheme area and may be relevant considerations in the assessment and determination of development applications under the Scheme. In particular, the Scheme has been informed by State Planning Policy 7.0: Design of the Built Environment and State Planning Policy 7.2: Precinct Design, which establish the planning, urban design and place based principles that underpin development within station precincts.

The Residential Design Codes are incorporated into and read as part of the Improvement Scheme, subject to the variations set out in the Scheme. The Residential Design Codes provide the primary framework for the assessment of residential density, built form and design outcomes within the Scheme Area.

Together, the State Planning Policies, Residential Design Codes and provisions of the Improvement Scheme aim to support development that responds to local context, integrates land use and transport, promotes housing growth around stations, and contributes positively to streets, public spaces and the public realm.

1.11 Local Planning Policies

Local planning policies do not form part of the Improvement Scheme. However, the Scheme enables the WAPC to have regard to relevant local planning policies that were in force immediately prior to gazettal of Improvement Plan 65 and that would otherwise have applied to land within the Scheme area.

This allows local planning guidance and place specific considerations to continue to inform decision making where relevant, while supporting a consistent planning framework across all station precincts. The WAPC is not bound by those policies and may determine the weight to be given to them having regard to the circumstances of a particular matter and the objectives of the Improvement Scheme.

1.12 Improvement Scheme Policies

The Improvement Scheme enables the WAPC to prepare, amend and revoke improvement scheme policies to support the interpretation and implementation of the Scheme. Improvement scheme policies do not form part of the Scheme, but may provide guidance on the application of Scheme provisions and assist in the consistent assessment and determination of development proposals.

1.13 Precinct Structure Plans

Unless otherwise specified in the Improvement Scheme, this Report satisfies the requirement for a Precinct Structure Plan under State Planning Policy 7.2 – Precinct Design and the Residential Design Codes Volumes 1 and 2.

1.14 Local Development Plans

A Local Development Plan may be required where further planning is necessary to address matters that cannot be appropriately or efficiently resolved through the Improvement Scheme provisions alone, or where additional site-specific guidance is essential to achieve coordinated and orderly development. These circumstances may include:

- Where development involves a large, consolidated landholding or a complex redevelopment opportunity and requires a coordinated approach to layout, built form, staging, access, servicing or integration with surrounding streets and public spaces that is beyond the level of detail provided in the Scheme.
- Where development is proposed across multiple lots in different ownership or in distinct stages, and coordination is required to ensure land use, density, built form, movement, public realm and infrastructure will be delivered in an integrated manner over time.
- Where established industrial or mixed business areas are planned to transition to residential or mixed use development and further planning is required to coordinate lot structure, built form, access, drainage, servicing, public realm, and interfaces with existing uses.

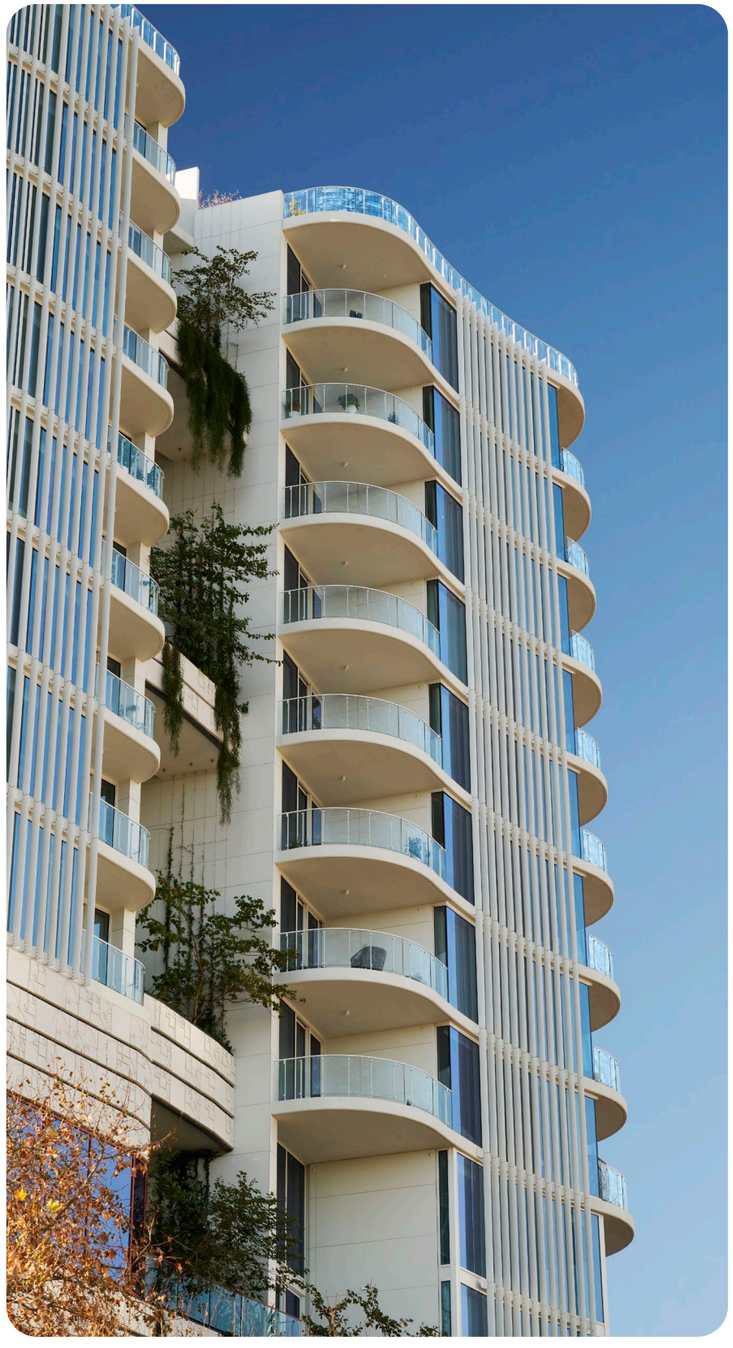
The Scheme also provides the WAPC with the discretion to waive this requirement where it is satisfied that the matters ordinarily addressed through a Local Development Plan can be appropriately resolved through the development application process.

1.15 Development Bonuses

The Station Precincts Improvement Scheme does not provide for the use of development bonus schemes to fund community infrastructure, including discretionary increases in height, plot ratio or density in exchange for public benefits or development contributions.

Instead, development within the Scheme area is expected to achieve high standards of design, amenity and sustainability within the baseline planning framework, without reliance on bonuses or trade offs to secure outcomes that are already expected as part of good planning and design. This approach provides certainty to the community, local governments and industry by clearly setting expectations for development outcomes at the outset.

Local governments will continue to play a central role in the planning and delivery of local community infrastructure. These works will be funded from increased rates revenue generated by higher density housing development, augmented by any State and Commonwealth grant funding where available.



1.16 Public Realm Contributions

High quality streetscapes and public realm are important to the success of station precincts, supporting accessibility, liveability, economic activity and long-term place quality. As station precincts accommodate growth, there will be a need for coordinated investment in public realm improvements to support additional residents, workers and visitors.

The Station Precincts Improvement Scheme provides an opportunity to simplify current development contribution arrangements by replacing separate requirements for public open space, public art and community benefits contributions, with a single coordinated public realm contribution.

A single public realm contribution has the potential to simplify development obligations, reduce duplication across multiple contribution mechanisms, and support a more strategic and transparent approach to delivering public realm improvements within station precincts.

The WAPC has released the Public Realm Contributions Discussion Paper, which seeks stakeholder and community feedback on the principles and objectives that should guide a future public realm contribution framework for station precincts.

The discussion paper outlines a preliminary position that any future framework should support the coordinated delivery of high-quality public places, be fair, proportionate and transparent, and provide a clear relationship between development and public realm outcomes. The paper does not propose contribution rates or establish detailed policy settings.

The discussion paper also canvasses matters including the potential scope of a contribution framework, governance and reporting arrangements, eligible public realm outcomes, works-in-kind provisions, and the role of Public Realm Improvement Programs in identifying and prioritising projects. Feedback received through consultation will inform future policy development and implementation arrangements.

1.17 Statutory Referrals

The Improvement Scheme has been referred to the Heritage Council of Western Australia and Environmental Protection Authority for consideration under sections 79 and 81 of the Act respectively.

PART 2 - GENERAL PROVISIONS

2.1 Precinct Context

Decisions made under the Station Precincts Improvement Scheme will be informed by both the strategic metropolitan context and the context of individual station precincts, ensuring that development outcomes contribute to broader State objectives while responding appropriately to local circumstances.

At the metropolitan level, decision-making will be guided by the objectives and intent of the Improvement Scheme, the Station Precincts Improvement Plan, Improvement Scheme Policies and relevant State planning policies. This includes prioritising transit-oriented development, supporting housing delivery within walking distance of passenger rail stations, optimising the use of existing infrastructure investment and achieving a more connected and compact urban form.

Applying a consistent strategic framework across all station precincts enables coordinated, timely and consistent decision-making that supports metropolitan housing and sustainability objectives.

At the same time, decisions under the Scheme will have regard to local context, recognising that station precincts vary in their surrounding land uses, scale, character, heritage values, infrastructure capacity and community interfaces.

Local context will inform how the Scheme objectives are applied in practice, including consideration of built form transitions, access and servicing arrangements, heritage and character responses, environmental constraints and relationships with adjoining neighbourhoods.

Where appropriate, more detailed or site-specific matters may be addressed through complementary planning tools such as local development plans.

Through this approach, the Station Precincts Improvement Scheme provides a balanced decision-making framework—embedding strategic metropolitan priorities while allowing sufficient flexibility to respond to the distinct characteristics and opportunities of individual station precincts.

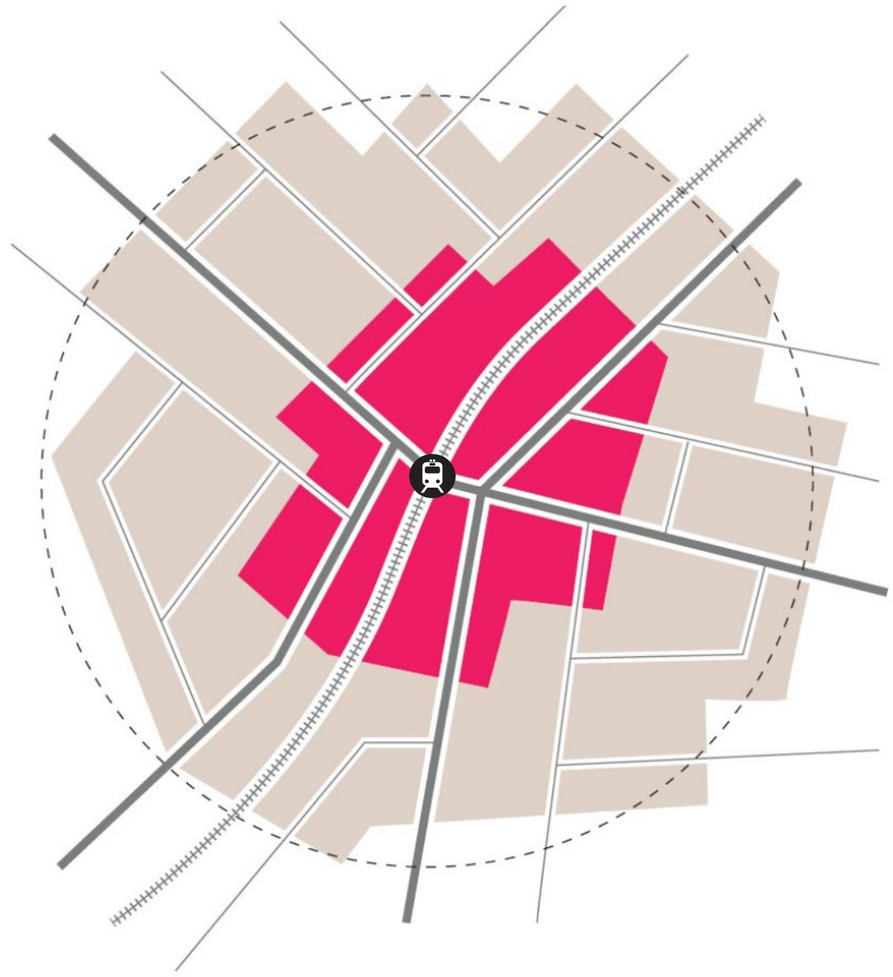
2.2 Precinct Structure

The Scheme applies a core-and-frame approach to guide development within station precincts in a clear and context-responsive manner.

Each precinct is organised around a core, generally closest to the train station, where the greatest levels of activity, density and development intensity are supported. The core is intended to accommodate higher-density residential and mixed-use development, capitalising on direct access to public transport and services and reinforcing stations as key nodes within the metropolitan urban structure.

The surrounding precinct frame provides a transition to established neighbourhoods. Development within the frame is generally expected to be medium density, with built form, height and siting responding to streetscape character, heritage, amenity and interface conditions. Higher-density areas may also be identified within the frame where supported by strong accessibility and local amenity.

The scale and extent of the core and frame will vary between precincts according to existing land use, infrastructure capacity, site constraints, heritage values and the station's role within the wider activity centre or corridor. This approach directs more intensive development to the most accessible locations, provides appropriate transitions and gives communities, decision-makers and industry a clear framework for how growth will be structured.









2.3 Urban Ecology

Urban ecology and sustainable development outcomes are embedded into the Station Precincts Improvement Scheme through the direct application of State Planning Policy 7.0 – Design of the Built Environment, Residential Design Codes Volumes 1 and 2 and the associated medium density and apartment design guidelines.

Urban ecology and sustainable development are central to the successful planning and long-term performance of station precincts. As areas of intensified development and population growth, station precincts play a critical role in accommodating change while maintaining environmental quality, community wellbeing and local amenity. Integrating ecological systems into urban form supports more resilient, liveable and climate-responsive precincts, particularly in the context of increasing density and a changing climate.

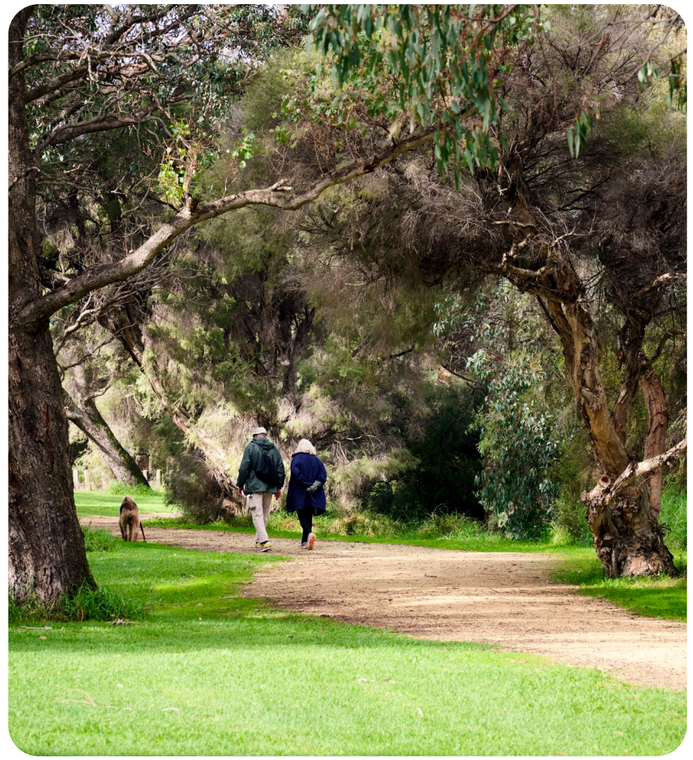
Areas of State Government owned land that are no longer required for their current purpose have been identified in the Improvement Scheme as an opportunity for urban development.

These sites may have previously been reserved or used for transport, car parking, drainage or other public purposes. These sites contain some vegetation, which may include mature trees and other features that provide habitat for native fauna.

For identified sites, the Improvement Scheme requires a vegetation and fauna habitat assessment before a local development plan, subdivision application or development application is determined. This ensures that relevant environmental values are identified early and can inform site planning, design, tree retention and the management of any impacts.

Station precincts provide a key opportunity to embed green infrastructure in the urban environment. This includes the retention and enhancement of tree canopy, the provision of shaded streets and public spaces, water-sensitive urban design, and the creation of connected green networks that improve microclimate, reduce urban heat and support biodiversity. These elements contribute directly to improved comfort for pedestrians, encourage walking and cycling, and strengthen the everyday use and appeal of public spaces within and around stations.

Sustainable development within station precincts is also achieved through compact, transit-oriented urban form that reduces car dependence, supports public transport use, and makes efficient use of land and infrastructure. By concentrating development near stations and integrating land use, transport, public realm and environmental outcomes at the precinct scale, the Scheme promotes sustainable growth that balances housing delivery with environmental responsibility and high-quality urban outcomes.



2.4 Streets and Public Spaces

Streets and public spaces are essential infrastructure that shape amenity, liveability and local character as station precincts grow and change. They should function as both movement corridors and high-quality public places that support walking, cycling, social interaction and access to public transport for people of all ages and abilities.

Streetscapes, parks, pocket parks and civic spaces should form a connected and legible network for everyday use, informal recreation and community life. Development is expected to contribute positively through building orientation, active frontages, high-quality interfaces and passive surveillance. Materials, landscaping, public art and street furniture should respond to the character of each precinct.

The proposed public realm contribution framework would help local governments deliver streetscape upgrades, verge greening, tree planting, lighting, public art and street furniture. This would help ensure that increased housing and development intensity is accompanied by tangible improvements in amenity and liveability.







2.5 Land Use and Built Form

For the purposes of the Station Precincts Improvement Scheme, land use terms and definitions are generally consistent with the model provisions set out in Schedule 1 of the Regulations. This supports consistency with the State planning framework and surrounding local planning schemes and provides clarity in the interpretation and administration of land use permissibility under the Scheme. It also supports an orderly transition back to local planning scheme controls if the Improvement Scheme is repealed in the future.

Land use within station precincts is intended to support residential development and a range of complementary uses. Higher intensity residential and mixed use development is generally directed to areas closest to stations, main streets, activity areas, services and amenities. Areas that interface with established neighbourhoods generally have a stronger residential focus and provide a transition in development scale and intensity.

The Residential Design Codes apply to these areas, subject to any variations specified in the Scheme.

The Scheme also identifies areas where tailored controls apply to building height, setbacks, active frontages and the relationship between development and the street.

Development is expected to respond to local context through appropriate siting, articulation, setbacks and built form transitions. Interfaces with established neighbourhoods, heritage places and sensitive land uses should be addressed in a considered and proportionate manner, while supporting the planned character and vision for each precinct and its capacity to accommodate growth and change over time.

2.6 Housing Density and Diversity

Housing density and diversity are central to the objectives of the Station Precincts Improvement Scheme and reflect the strategic importance of focusing growth in locations with access to public transport, jobs, services and existing infrastructure. The Scheme promotes higher residential densities within station precincts to support transit-oriented development outcomes, make efficient use of land and infrastructure, and contribute to a more compact, connected and sustainable metropolitan urban form.

The Improvement Scheme applies a place based approach to density, generally supporting higher intensity development in areas closest to stations and key activity destinations, with a planned transition in scale and intensity towards surrounding neighbourhoods. Minimum density and building height requirements apply in some areas to establish the intended development intensity and built form. These requirements do not, however, prevent the development of a single house on a lot where this is otherwise permitted under the Scheme. Together, these measures support increased housing supply in the most accessible locations while maintaining appropriate relationships with established residential areas and respecting local context, heritage values and amenity considerations.







In addition to supporting increased density, the Scheme supports housing diversity to ensure that station precincts can accommodate a broad range of households and changing community needs over time. A mix of housing types—including apartments, townhouses and smaller dwellings—is encouraged to support singles and couples, families, older residents seeking to downsize, key workers and students. Providing a wider choice of housing in well-located areas supports inclusive communities, enables people to remain within their local area as their housing needs change, and contributes to improved housing affordability across the metropolitan area.

By aligning higher housing density with a diverse range of dwelling types, the Station Precincts Improvement Scheme seeks to deliver more well-located homes in a manner that supports liveability, market demand and long-term community resilience.

2.7 Heritage and Character

Heritage values vary across the station precincts, reflecting differences in their history and local context. The Improvement Scheme provides for the continued recognition and protection of identified heritage places as precincts accommodate new housing, activity and investment.

The Improvement Scheme incorporates the deemed provisions relating to heritage, providing the statutory framework for establishing and maintaining a heritage list and considering development affecting a heritage place. Places entered in the State Register of Heritage Places continue to be protected under the Heritage Act 2018, with relevant State heritage requirements and processes continuing to apply.

The Scheme is also supported by the Precincts WA Heritage Policy, which establishes the Station Precincts Heritage List by incorporating places included on local government heritage lists at the time Improvement Plan 65 was gazetted. This approach ensures the continued recognition of heritage places following the transfer of planning control to the WAPC and avoids any interruption to their heritage protection.

The Policy also guides the assessment of development affecting listed heritage places. It establishes proportionate requirements for heritage information, heritage impact statements and, where demolition is proposed, structural condition assessments. The Policy further allows variations to Scheme requirements where these support heritage conservation and provides for conditions of approval to conserve heritage significance or avoid, minimise and manage heritage impacts.





2.8 Aboriginal Heritage

Aboriginal people have a continuing cultural, spiritual and historical connection to land and place within and around the station precincts. Aboriginal cultural heritage is protected under the Aboriginal Heritage Act 1972, which continues to apply within the Scheme Area.

Development proposals within station precincts remain subject to all applicable Aboriginal heritage requirements, including identification, assessment and management obligations under relevant legislation. Where Aboriginal heritage places or areas are present, proposals are expected to demonstrate an appropriate response to cultural significance through siting, design, avoidance or management measures, supported by suitable heritage advice or documentation where required.

Local governments are encouraged to incorporate Aboriginal culture and heritage in the planning, design and delivery of public spaces within station precincts. This may include incorporating Aboriginal knowledge, stories, cultural themes and place-based references into streetscapes, parks, civic spaces, public art, wayfinding and landscape design, subject to appropriate consultation and collaboration. Such initiatives can help strengthen a sense of place, acknowledge the enduring cultural significance of Country, and contribute to public realms that are distinctive, inclusive and locally meaningful.





2.9 Access and Transport

The Station Precincts Improvement Scheme adopts a coordinated, precinct wide approach to access and transport that reflects the strategic role of station precincts as locations well suited to higher density, transit oriented development. The Scheme recognises that increased housing density will generate additional travel demand, and seeks to support travel choices that take advantage of convenient access to public transport, walking and cycling networks.

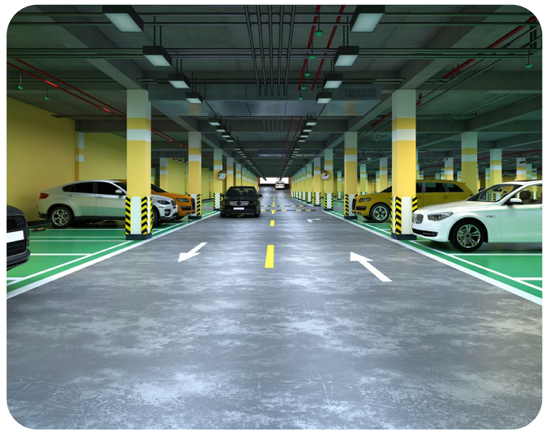
Station precincts provide a strategic opportunity to increase the use of public transport, walking and cycling by concentrating growth in locations with high levels of accessibility and proximity to frequent public transport services. The Scheme supports a transport network that prioritises safe, convenient and connected active and public transport options, enabling a greater proportion of trips to be made by sustainable modes.

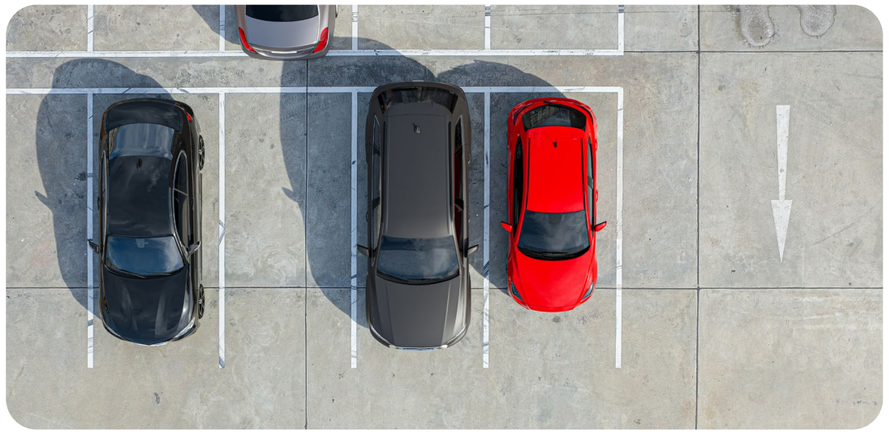
The Scheme also recognises the ongoing role of private and commercial vehicles in supporting access to homes, businesses, services and freight movement. Transport planning should balance these functions while progressively shifting travel demand towards public and active transport, reducing car dependency and supporting the efficient operation of the broader transport network.

The removal of minimum parking requirements provides greater flexibility in how parking is supplied, allowing development to respond to location, market demand and changing travel behaviour while supporting a greater proportion of trips by sustainable modes.

Development proposals are to demonstrate that transport impacts can be accommodated within the broader transport network, having regard to applicable State planning policies, guidelines and statutory requirements. Development should support a safe, efficient and connected transport system that prioritises public and active transport and contributes to long-term accessibility, function and vitality of station precincts.







2.10 Services and Infrastructure

The provision of enabling infrastructure and services is critical to supporting increased housing within station precincts in a coordinated and timely manner. Infrastructure planning will be undertaken at the precinct scale to ensure that land use outcomes are aligned with the capacity, delivery and sequencing of transport, utility and other essential infrastructure.

Coordination will be provided by the Infrastructure and Residential Lands Oversight Group (IRLOG), which brings together State agencies responsible for land, housing and infrastructure delivery. IRLOG provides whole of government oversight to ensure infrastructure investment is aligned with housing priorities and sequenced to support development.

The Priority Corridor Working Group (PCWG) brings together agencies responsible for transport, utilities and other enabling infrastructure, and plays a key role in coordinating infrastructure planning across government and translating precinct planning into coordinated infrastructure and investment priorities.

The PCWG undertakes capacity and gap analysis for priority station precincts, identifies infrastructure upgrades required to support planned housing growth, and informs the prioritisation and sequencing of agency forward works programs. This ensures that planning decisions are supported by a clear understanding of infrastructure needs, costs and delivery timeframes.

Targeted funding support may also be provided through the Infrastructure Development Fund (IDF), which helps unlock housing by funding critical enabling infrastructure, particularly in well located infill areas. The IDF complements other State infrastructure programs by reducing upfront delivery risks, supporting apartment and mixed use development, and accelerating construction in station precincts.



PART 3 - PRECINCT PROVISIONS

3.1 Methodology

Part 3 of this Report sets out the planning and development provisions applicable to each station precinct included in the Station Precincts Improvement Scheme. These provisions have been informed by, and are structured in accordance with, the methodology established in State Planning Policy 7.2: Precinct Design (SPP 7.2), ensuring a consistent, place-based framework for achieving urban outcomes while responding to the distinctive characteristics and opportunities of each precinct.

The SPP 7.2 methodology has been used as an organising framework to translate strategic objectives into clear planning intent and implementable development controls at the precinct scale.

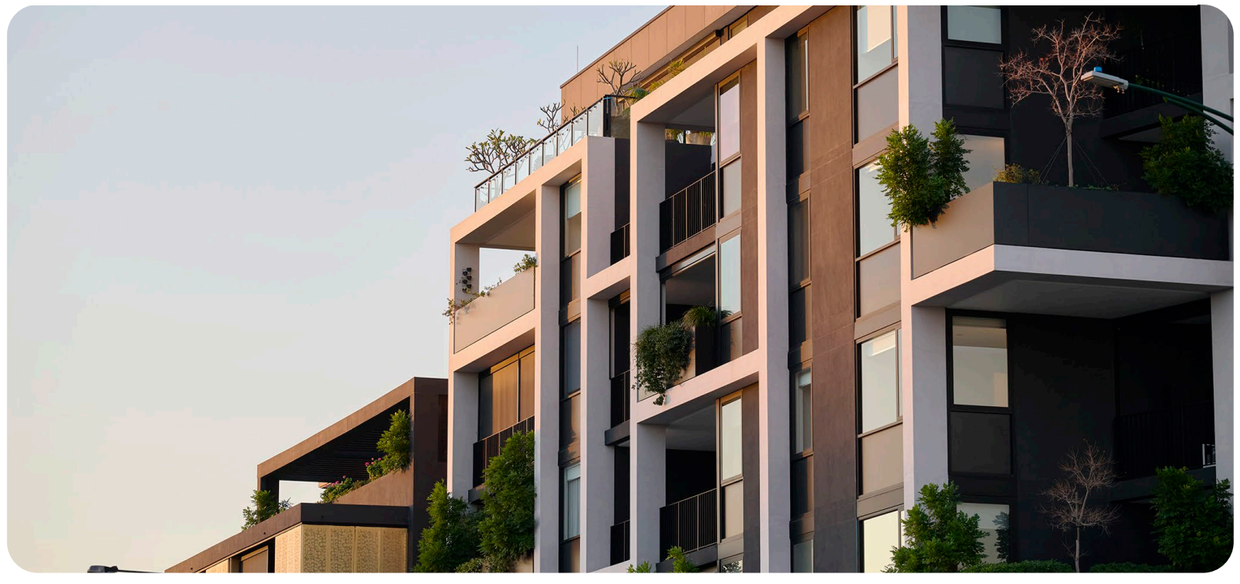
This approach emphasises an integrated consideration of land use, built form, movement, public realm, infrastructure and community outcomes, recognising that station precincts function as complex urban places rather than collections of individual development sites. For each precinct, the methodology has been applied to establish the desired spatial structure, development intensity, movement networks and public space framework needed to support higher-density, transit-oriented development.

Consistent with SPP 7.2, the precinct provisions establish the overarching planning objectives for each station precinct and articulate how development is to respond to existing local context and urban conditions.

This has informed the identification of key precinct areas, including locations intended to accommodate higher-intensity development, transition areas adjoining established neighbourhoods, and sites requiring more detailed planning or site specific consideration. Together, the provisions provide a clear framework for the location and form of future development, while retaining sufficient flexibility to respond to local circumstances and opportunities.

3.2 Precinct Reports

For ease of reference, the planning and development provisions for each station precinct have been published in separate reports. This allows users and decision-makers to readily access information relevant to a particular precinct without having to navigate material relating to other locations. The adoption of a consistent report structure across all station precincts also enables users to efficiently cross-reference and compare provisions in other precinct reports where required.



- Bassendean Station Precinct
- Carlisle-Oats Street Station Precinct
- Claisebrook Station Precinct
- Cottesloe Station Precinct
- Glendalough Station Precinct
- Morley Station Precinct
- Mosman Park Station Precinct
- Swanbourne Station Precinct

PrecinctsWA