

Appendix 2 -

Local Planning Strategy – Submissions Summary, Analysis and Modifications Report (October 2021)

(with an update in March 2022 relating to the Main Roads submission)

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Attachment 1 – Your Thoughts Engagement Reach

1. REPORT PURPOSE AND BACKGROUND

The purpose of this report is to:

- Record the public advertising activities carried out for the draft Local Planning Strategy;
- Provide a summary of government and community submissions received; and
- Respond to submissions and provide recommendations for final modifications to the Local Planning Strategy for the Council's consideration, prior to lodgement with the WA Planning Commission for final consideration.

The advertising of a Local Planning Strategy is guided by Part 3 (Local planning strategies) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. Regulation 13 (Advertising and notifying local planning strategy) states (summarised):

- The strategy must be advertised as reasonably practicable after certification (ie. permission to advertise) is provided by the WA Planning Commission.
- The strategy must be available from the Town's website and for public inspection during normal business hours.
- Advertising notices must be provided to each public authority considered affected by the strategy.
- The advertising period is a minimum of 21 days after the strategy is advertised.

Regulation 14 (Consideration of submissions) states (summarised):

- The strategy must be reviewed after advertising having regard to any submissions.
- The local government may support the strategy without modifications or support with proposed modifications to address issues raised in the submissions.
- Following the review, the advertised copy of the strategy must be submitted to the WA Planning Commission with a schedule of submissions and particulars of any modifications proposed.

2. ADVERTISING DATES AND ACTIVITIES

The draft Local Planning Strategy was advertised from 6 April to 31 May 2021 which is 56 calendar days (including 1 public holiday). The advertising activities included:

- Two quarter page adverts in the Southern Gazette (circulating to South Perth, Victoria Park and Belmont) on 8 April and 6 May 2021
- One Town website new article on 6 April 2021.
- One news article in the Southern Gazette on 9 April 2021.
- Town of Victoria Park Your Thoughts community engagement web page (yourthoughts.victoriapark.wa.gov.au/lps) open from 6 April to 1 June 2021 with Strategy documents and summary for download, FAQs, Strategy overview video, on-line submission form, quick polls (informal). The page received 2,400 visits (refer to Attachment 1 – Your Thoughts Engagement Reach).
- Local Planning Strategy (Part One and Part Two) documents available for viewing at the Town of Victoria Park Administration Centre and Library during business hours.
- Local Planning Strategy summary brochures available for viewing and take-away at the Town of Victoria Park Administration Centre, Library and Leisurelife and Aqualife recreation centres.
- Distribution of 14,800 postcards to residential letterboxes between 6 April and 10 April 2021.
- 764 letters to landowners in the Lathlain, Victoria Park and St James Future Investigation Areas advising them of the Local Planning Strategy recommendation regarding their property, where to find information, inviting them to an information session and/or make further enquiries, inviting them to make a submission and enclosing a map of the Future Investigation Area and a summary brochure.
- 115 letters sent to landowners in the Oats Street Station Precinct Planning Area (Industrial Zone only) advising them of the Local Planning Strategy recommendation regarding their property, inviting them to make a submission or make further enquiries and enclosing a summary brochure.
- 55 letters sent to landowners in the Technology Park Precinct Planning Area (as above).
- 21 letters sent to landowners in the Canning-Berwick Precinct Planning Area (as above).
- 32 notices sent to State government agencies, surrounding local governments, key institutions and key developers and planning consultants.
- Multiple e-news advertisements through the Town business e-news and social media.

Five pop-up information stalls were held:

- 9 April (Fri) 4pm -6pm– Victoria Park Central – 10 brochures distributed, 5 attendees (advertised on Your Thoughts).
- 10 April (Sat) 9am - 12 noon - Harold Hawthorne Hall, Carlisle – 3 attendees (advertised in newspaper).
- 16 April (Fri) 4pm -6pm – Park Centre, East Victoria Park – 35 brochures distributed, 3 attendees (advertised on Your Thoughts).
- 17 April (Sat) 9am - 12 noon - Vic Park Community Centre, East Vic Park – 7 attendees (advertised in newspaper).
- 9 May (Sun) 8am - 10.30am - Dog's Breakfast, Carlisle – 5 brochures distributed, 5 attendees (advertised on Your Thoughts).

Six Future Investigation Area Information Evenings were held to explain the Strategy recommendations for these areas and to answer any questions, so the community had an opportunity to be informed. The sessions **were not** designed to gather feedback on the Strategy or to replace the need for the community to make a written submission. The following sessions were held:

Lathlain

- 29 April (Thu) 6pm – 7pm On-line Session – 19 attendees.
- 5 May (Wed) 6pm – 7pm On-line Session – 2 attendees (was originally intended as an in-person session but changed to Zoom due to COVID restrictions).

St James

- 3 May (Mon) 6pm – 7pm On-line Session – 23 attendees.
- 6 May (Thu) 6pm – 7pm In-Person Session – 10 attendees.

Victoria Park

- 10 May (Mon) – 10am - 11am In-Person Session – 7 attendees.
- 10 May (Mon) 6pm - 7pm ZOOM – 8 attendees.

Two presentations were made via invitation from Connect Vic Park (15 attendees) and Swan Care (no record of attendees).

The Town received less than 30 phone calls and counter enquiries during the advertising period.

3. TOTAL NUMBER AND DISTRIBUTION OF SUBMISSIONS

A total of 105 submissions were received during the advertising period. 103 submissions were deemed valid and 1 submission was deemed invalid as it comprised marketing material and 1 submission was a duplicate.

The 103 valid submissions comprised:

- 89 community submissions (63 submissions lodged via Your Thoughts and 26 submissions via email / counter).
- 11 state government submissions.
- 3 local government submissions.

One submission was rejected as its sole purpose was to promote a paint product.

Of the 89 community submissions received:

- 65% were from residents of the Town.
- 22% were from non-resident landowners.
- 9% were from business owners/operators.
- 3% were from external business owners or undescribed connection to the Town.

Of the 89 community submissions received, key places of interest were:

- 25% related to St James.
- 15% related to Lathlain.
- 13% related to Carlisle.
- 13% related to Bentley / Tech Park / Curtin University.
- 11% related to Victoria Park.
- 7% related to East Victoria Park.
- 3% related to Burswood.
- 1% related to Welshpool.

11% of submissions related to general and/or town-wise issues.

4. OPTIONAL ON-LINE SURVEYS

(a) Support / Non-Support for Strategy Directions

The Your Thoughts on-line submission form included an optional survey seeking an indication of support / non-support for the key town-wide strategy directions. Between 63 and 58 submitters answered one or more of the 6 questions.

The results show widespread support for the strategic directions of each theme area of the Strategy as shown below:

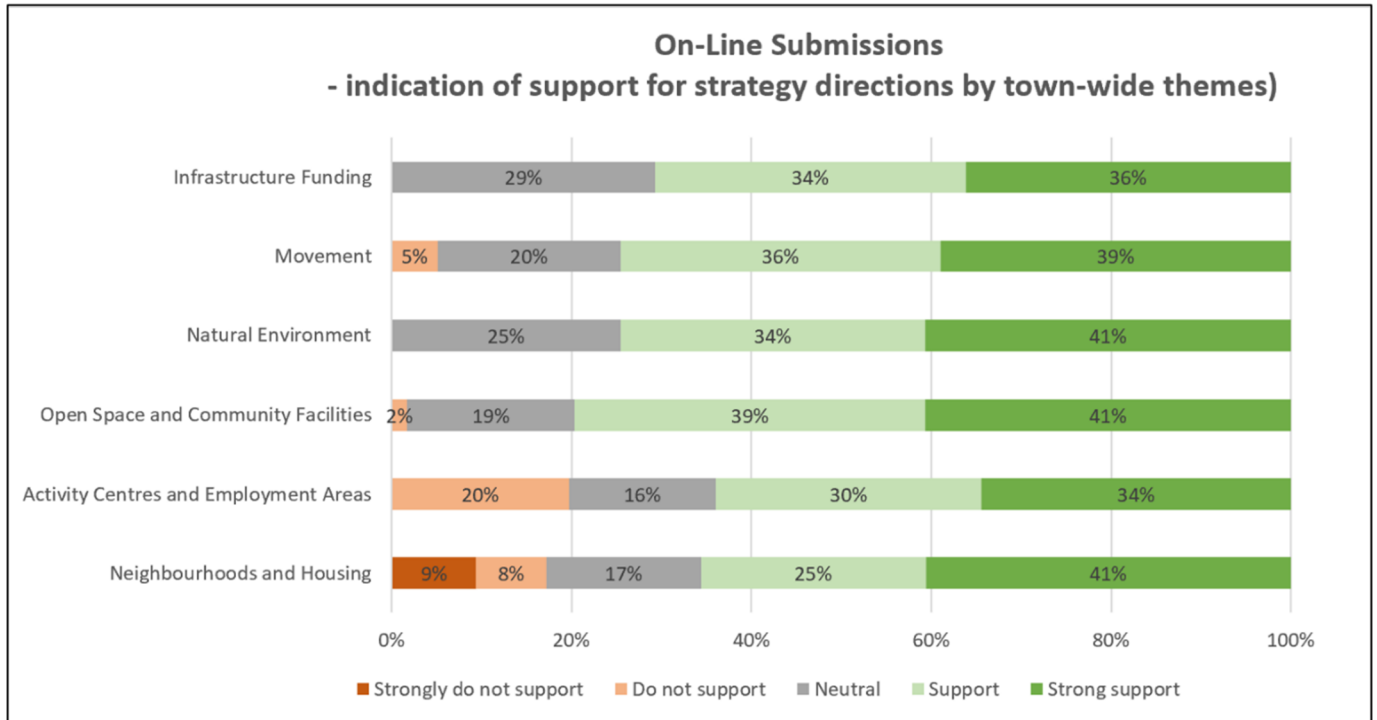


Table 1 – Optional On-line Submission Form Survey Results

(b) Quick Polls

The Your Thoughts engagement page included several optional quick polls and results were:

	Number of Responses	Yes	No	Maybe / Unsure / It's Complicated
Do we need more diverse housing options?	41	56%	22%	22%
Should we have more affordable housing?	31	58%	22.5%	19.5%
Should we have more environmentally sustainable buildings?	30	96.5%	3.5%	0%
Is the design of new shops/offices adding or detracting from Vic Park's character and vibe?	34	Adding – 67.5%	Detracting – 17.5%	15%

5. COMMUNITY SUBMISSIONS - SUMMARY OF COMMENTS RELATING TO TOWN-WIDE TOPICS AND RECOMMENDED STRATEGY MODIFICATIONS.

Comments contained in the community submissions were grouped into town-wide planning themes for the purpose of analysis and recommended Strategy modifications. Detailed summaries and responses to each individual submission is contained in the report Local Planning Strategy - Community Submission Summary (Individual) (October 2021).

Topic Area	Summary of points raised in community submissions	Discussion/ Response	Recommended Strategy Modifications
Transport	<p>Comments relating to Transport (including METRONET) accounted for 31% of total town wide comments and are summarised as follows:</p> <ul style="list-style-type: none"> • Strong support for improving walkability and cycling by shading / urban forest program, walking routes, crossing points especially near public transport / busy roads, overhead passes, footpaths, better lighting, address crime in cul-de-sacs, improved river connections / fix sub-way, upgrade end of trip bike facilities, public education about value/benefits of non-vehicle travel. • Crucial that non-vehicle transport prioritised and directly linked to the value of increased urban density. • Do not support the discrimination against private vehicles. Do not support shared road spaces as too dangerous, rather routes for cars vs bikes/pedestrians should be separate. • High priority / need to address traffic issues before changing the planning, need effective traffic management. • Address commercial parking / school parking impacts on adjoining residential area amenity. • Need sufficient residential parking and parking for POS /community facilities. • Use METRONET land and upgrades for urban forest, to create people friendly open space and parks, improve walkability. 	<p>There was strong support for improving the safety and amenity of the Town to support more walking and cycling, including re-dressing the priority for these modes considering the dominance of vehicles in the transport network. Encouraging more active transport (walking/cycling) was seen as important given future dwelling and population growth and increasing density in some areas across the Town. However, there was also substantial concern about existing and increasing traffic and parking issues especially considering future growth.</p> <p>Given the Town's location in the inner city, there is a fair degree of regional traffic that is generated by land uses outside of the Town and vehicles moving through the Town. This will increase over time with the growth of the metropolitan region and is beyond the scope and control of the LPS. As such, these concerns have been shared with the Place Leader (Strategic Transport) for consideration when finalising the Town's draft Transport Strategy and Parking Management Plan (May 2021). These documents are the primary documents adopted under the Town's Integrated Planning and Report Framework (IRPF) to guide the strategic direction</p>	<p>The points raised in the submissions are noted but do not warrant any Strategy modifications.</p>

Topic Area	Summary of points raised in community submissions	Discussion/ Response	Recommended Strategy Modifications
	<ul style="list-style-type: none"> Deeply concerned about the negative impact of METRONET sky rail option and lost opportunity to sink rail to create land for open space and mixed-use development. 	<p>and management of the transport network in response to community needs, environmental imperatives and future dwelling and commercial growth within the Town and the wider region.</p> <p>The planning framework can be used to manage parking and the LPS reflects the Transport Strategy objective to manage the amount of parking to encourage a 'mode shift' (ie. encourage people to shift from private vehicle use to sustainable transport modes) and to ensure we maximise the use of land for living and jobs vs carparking.</p> <p>It should be noted that the draft Transport Strategy include several actions that address the submitters desire for more sustainable transport system and the LPS Action 6.4 <i>Review the Local Planning Scheme and Local Planning Policy provisions relating to car parking and other vehicle requirements to align with the Town's strategic transport objectives.</i></p> <p>This includes:</p> <ul style="list-style-type: none"> Initiative 2 - <i>"Commission the development of a Town wide mesoscopic traffic model to better assess and manage the likely traffic impacts of proposed developments."</i> This will assist with managing impacts from particular developments. 	

Topic Area	Summary of points raised in community submissions	Discussion/ Response	Recommended Strategy Modifications
		<ul style="list-style-type: none"> • Initiative 9 - Implement Actions from the Parking Management Plan., including: <ul style="list-style-type: none"> - <i>Adopt reduced parking requirements within the TPS that reflect public transport accessibility, availability of public parking and requirements for EoT facilities.</i> - <i>Examine potential caps to be utilised for developments in lower order centres through structure planning.</i> <p>Planning for and improving the public realm to encourage more sustainable and active transport modes (walking, cycling and public transport) will be addressed through the Town's approach to precinct structure planning which includes identifying public realm upgrades.</p>	
Housing and Dwelling Growth	<p>Comments relating to Housing and Dwelling Growth accounted for 21% of total town-wide comments and are summarised as follows:</p> <ul style="list-style-type: none"> • Strong support for infill growth, achieving density targets and density around key transit hubs given inner city location, accessibility and facilities, and the opportunity to encourage public transport use and walking/cycling, while protecting character and amenity in other areas. 	<p>There was limited concern about accommodating growth per se, although considerable concern regarding traffic impacts from growth. There was more support for the growth pattern proposed in the LPS than concern or opposition. There were minimal comments regarding special housing needs beyond universal access and affordable housing which is addressed in the LPS.</p>	<p>The points raised in the submissions are noted but do not warrant any Strategy modifications.</p>

Topic Area	Summary of points raised in community submissions	Discussion/ Response	Recommended Strategy Modifications
	<ul style="list-style-type: none"> • Support for increasing amenity with density (ie. small parks, play / recreation facilities, trees, bigger investments in walking and cycling and green infrastructure) to make liveable neighbourhoods. • Concern about locating growth on busy roads, and preference for directing growth to existing commercial areas that are more desirable locations for development eg. car yards. • Some concern that high-density areas have potential to become slums / centres of disadvantage and crime if not planned well. • Considerable concern about increasing density causing increases in traffic and parking issues. • Affordability is a big issue, need to cater for diversity of needs, need to cater for low income. • Disappointed no zoning / development scale change for East Vic Park West. • Do not support residential areas adjacent to industrial areas. • Protect remaining character homes and existing streetscapes whenever possible. • Provide flexibility to maximise occupation of vacant houses with market fluctuation eg. convert to short-stay accommodation. • Consider universal access in design phase vs retrofitting. 		

Topic Area	Summary of points raised in community submissions	Discussion/ Response	Recommended Strategy Modifications
Activity Centres	<p>Comments relating to Activity Centres accounted for 12% of total town-wide comments and are summarised as follows:</p> <ul style="list-style-type: none"> • Support the LPS objective to maintain a viable activity centre hierarchy, should support the primacy of existing retail centres including by managing the scale of centres commensurate with their catchment size, controlling out-of-centre retail floorspace in new Scheme/policy, and requiring Retail Sustainability Assessments for floorspace over 5,000m². • Given the recent re-development of Carousel Shopping Centre and potential retail floorspace at Burswood Peninsula (63,000m²) and Bentley-Curtin (10,000m²) a further wholistic review of floorspace within these locations is required to ensure that the primacy of established Centres is not undermined. • Reclassify Oats Street from District Centre to Local Centre. • Assess and register the valued social/cultural assets of activity centres to maintain their character. • Disagree with reducing parking spaces for commercial properties, will discourage use of local business, should promote multi-storey. • Maintain affordability to support businesses. • Support for the development of local centres to improve liveability. 	<p>There was some concern about the viability of the activity centre hierarchy and the impact on existing retail centres given the planned development additional retail floorspace in new centres in future growth areas at Curtin-Bentley and Burswood Peninsula. Future growth areas (and activity centre floor space sizes) are subject to existing approved district structure plans and in the case of Belmont Park, local structure plans / development plans. The LPS raises the opportunity to consider the impacts of these future centre when district structure plans are reviewed, noting this is the responsibility of the State government. Moreover, the LPS does not attempt to control floor space limits per se, but rather focusses on strengthening and building resilience into all existing and future activity centres by:</p> <ul style="list-style-type: none"> • Growing population in centres to increase local trade around the clock. • Grow the already wide diversity of businesses, experiences and attractions on offer across the Town. • Ensure the planning framework provides maximum flexibility / reduces red tape to 	<p>The points raised in the submissions are noted but do not warrant any Strategy modifications.</p>

Topic Area	Summary of points raised in community submissions	Discussion/ Response	Recommended Strategy Modifications
		<p>facility business set up, growth and change over time.</p> <ul style="list-style-type: none"> • Upgrade the public realm and streetscapes to enhance the distinctiveness and amenity of centres, aiming for a point of difference to surrounding major shopping centres. • Encourage high quality, characterful and activates buildings, public places and streets as places for people. 	
<p>Environment</p>	<p>Comments relating to the Environment accounted for 12% of total town-wide comments and are summarised as follows:</p> <ul style="list-style-type: none"> • Strong support for, much greater emphasis on and/or mandating higher environmental standards and outcomes, ensuring the LPS objectives don't become platitudes. • Would like to see things like roof gardens/green roofs, PV solar/local batteries, replacing car parks with endemic landscaping. • Should mitigate the impact of development on surface temperatures and heat. • Greater priority on retaining mature trees in development, create a register of significant trees. 	<p>The strong support for improving environmental outcomes through the local planning framework is noted. The Town has recently been involved in the initiation of a local government ESD forum with WALGA (WA Local Government Association) to investigate opportunities for reform of the planning framework in the regard.</p> <p>The Town's Urban Forest Strategy assists with mitigation of urban heat and Precinct Structure Planning will also address needs and opportunities. The Town's Urban Forest Implementation group is investigating options for registering trees, and should this result in recommended change to the planning framework, then this can be actioned through the LPS Action 5.4 re implementation of the</p>	<p>The points raised in the submissions are noted but do not warrant any Strategy modifications.</p>

Topic Area	Summary of points raised in community submissions	Discussion/ Response	Recommended Strategy Modifications
		Town's Informing (Environment) Strategies.	
Public Open Space	<p>Comments relating to Public Open Space (POS) accounted for 8% of total town-wide comments and are summarised as follows:</p> <ul style="list-style-type: none"> • Support for filling in gaps in POS but concerns about lack of equitable access to POS and community facilities between different areas of the Town. • Concern for lack of POS in higher density and activity centres. • Concerns that smaller parks / sumps are inadequate for recreation, purchase larger areas as more economical. • Create green corridors to connect land uses, even at the expense of alfresco areas. • Design parks for wider range of activities eg. study, reading, adult space. • Ensure sufficient parking for POS areas. • Retain public access to open space on Burswood Peninsula. 	The comments relating to public opens space are addressed through the Town's existing Public Open Space Strategy (2019), Urban Forest Strategy and draft Social Infrastructure Plan (2021). Opportunities for creation of additional open space will be identified during precinct structure planning for the LPS Precinct Planning Areas.	The points raised in the submissions are noted but do not warrant any Strategy modifications.
Infrastructure Funding	<p>Comments relating to Infrastructure Funding accounted for 5% of total town-wide comments and are summarised as follows:</p> <ul style="list-style-type: none"> • Do not support funding partnerships based on the Lathlain Oval experience which did not benefit community. 		The points raised in the submissions are noted but do not warrant any Strategy modifications.

Topic Area	Summary of points raised in community submissions	Discussion/ Response	Recommended Strategy Modifications
	<ul style="list-style-type: none"> • Support contributions from new development to support population growth, do not support existing household contributions. • Infrastructure development should support other LPS objectives and focus on green infrastructure (community battery, water sensitive design etc). 		
Industrial	<p>Comments relating to Industrial activity accounted for 3% of total town-wide comments and are summarised as follows:</p> <ul style="list-style-type: none"> • Several submissions proposed changing Welshpool industrial area from Industry zone to residential. • Better consider and monitor pollution impacts (noise, dust, air, light) from Welshpool industrial. 	<p>Welshpool industrial area forms part of a larger economic area which provides regionally significant employment, goods and services and economic returns for the Town and the metropolitan region. The LPS proposes to retain the Industry zone east of the railway line and considers the potential for a change in land use for the portion west of the railway line in the Oats Street Station Precinct Planning Area through LPS Action OS.1 (Preparation of a Precinct Structure Plan). Industrial businesses are required to comply with the Environmental Protection Act 1986 and related regulations which are overseen by the Town's environmental health unit.</p>	<p>The points raised in the submissions are noted but do not warrant any Strategy modifications.</p>
Planning Process	<p>Comments relating to the Planning Process accounted for 8% of total town-wide comments and are summarised as follows:</p>	<p>The UN has 17 Sustainable Development Goals which are focused on raising the standards of living in developing countries and coordinating intergovernmental response. While commendable,</p>	<p>The points raised in the submissions are noted but do not warrant any Strategy</p>

Topic Area	Summary of points raised in community submissions	Discussion/ Response	Recommended Strategy Modifications
	<ul style="list-style-type: none"> • Planning must consider social, environmental and financial factors, include reference to Sustainable Development Goals providing framework for thinking global and act local. • LPS should be reduced to basic zoning only, overhaul the Scheme to achieve the LPS outcomes. • Difficult to understand role of LPS objectives. • An interactive map showing impact on individual properties would be useful. • Consult more as LPS progresses. 	<p>they are too high-level and would not provide sufficient guidance for the update and management of the Town's planning framework. The LPS has 20 objectives across town-wide topics and 3 objectives for each of the 14 Neighbourhoods which have been designed to set practical strategic directions for land use and development that can guide decision-making and be measured over time to identify progress and success.</p>	<p>modifications.</p>

6. COMMUNITY SUBMISSIONS - SUMMARY OF COMMENTS RELATING TO PRECINCT PLANNING AREAS AND RECOMMENDED STRATEGY MODIFICATIONS

Comments contained in the community submissions relating to Precinct Planning Areas were grouped for the purpose of analysis and recommended Strategy modifications. Detailed summaries and responses to each individual submission is contained in the report Local Planning Strategy - Community Submission Summary (Individual) (October 2021).

Precinct Planning Area	Summary of points raised in community submissions	Discussion/Response	Recommended Strategy Modifications
Albany Highway Precinct Planning Area	<p>2 submissions supported precinct planning, commenting (summarised):</p> <ul style="list-style-type: none"> • Consolidate retail on Albany Hwy to support variety of business vs "big box" shopping centres which are associated with heat islands in carparks. • Support the Park Centre as a central node, especially given size of landholding and redevelopment synergies with surrounding open spaces and facilities, and opportunity to re-engage with Albany Highway. • Should establish bespoke land use mix targets (retail to non-retail) for the Park Centre that considers market realities. • Should review retail floorspace needs to support primacy of the East Vic Park retail area. • Should carefully consider designation of Special Entertainment Precinct as they may exclude residential development. • Should require Retail Sustainability Assessment for new developments, control out-of-centre retail floorspace, review retail proposed for Burswood and Curtin. 	<p>The Albany Highway Activity Centre is the Town's largest retail and commercial services precinct. The Town has commenced the preparation of a Precinct Structure Plan for the centre that will recommend updates to the planning framework, including land use mix (with the discretion to amend the mix ratios as per draft State Planning Policy 4.2) and whether a Special Entertainment Precinct is suitable. The LPS comments are noted and have been passed to the precinct planning project team for consideration during that project.</p> <p>Under the draft State Planning Policy 4.2 Activity Centres (WAPC 2020) Impact Tests (previously called Retail Sustainability Assessments) can be required where:</p> <ul style="list-style-type: none"> • Major development proposes an additional 10,000 m² NLA retail floorspace over amounts stated in a Retail Needs Assessment (ie. draft Commercial Activity Centres Strategy), Precinct Structure Plan or LPS. • There are proposals for new activity centres or change in the hierarchy classification of activity centres. 	<p>The points raised in the submissions are noted but do not warrant any Strategy modifications.</p>

Precinct Planning Area	Summary of points raised in community submissions	Discussion/Response	Recommended Strategy Modifications
	<p>1 submission opposed higher residential density along Albany Highway as it will cause too much activity and vehicle traffic raising concerns about safety, aesthetics and deterring pedestrians, while the focus for planning should be on pedestrians and social activity.</p>	<ul style="list-style-type: none"> • There are proposals for 'out-of-centre' development with floorspace over 500m². <p>The intension of an Impact Test is to determine any potential impact on the community and not competition between businesses. The SPP provides sufficient guidance for the assessment of potential impacts of this nature and special provisions to amend the State Planning Policy 4.2 in the new Scheme are not warranted.</p>	
<p>Burswood South Precinct Planning Area</p>	<p>1 submission opposed designating Burswood South as an activity centre as it will increase the need for parking impacting on surrounding streets.</p>	<p>Development within the Burswood South Precinct Planning Area is guided by an existing Local Planning Policy 22 which allows for significant expansion of mixed-use development (ie. residential and commercial). The LPS proposes a Precinct Structure Plan be prepared for the precinct to guide a review of the current planning policy for the area. Action 6.4 of the LPS proposes a review of parking standards under the direction of the Town's draft Transport Strategy and Parking Management Plan (2021).</p>	<p>The points raised in the submissions are noted but do not warrant any Strategy modifications.</p>
<p>Carlisle Town Centre and Station Precinct Planning Area</p>	<p>3 submissions support precinct planning, with 2 of these submissions requesting rezoning of existing business in the Residential zone to Local Centre.</p> <p>1 submission opposed development of the public car park in the Archer Street local centre and requested development be limited to maximum 2 storeys in the Archer St centre.</p>	<p>LPS Action CT.1 proposes a Precinct Structure Plan be prepared to guide updates to the planning framework for this area, which will consider the extent and type of zones and building heights (among other things). The Precinct Structure Planning process will involve further community engagement and a public advertising period. The potential impacts of future development on adjoining residential</p>	<p>The points raised in the submissions are noted but do not warrant any Strategy modifications.</p>

Precinct Planning Area	Summary of points raised in community submissions	Discussion/Response	Recommended Strategy Modifications
		areas will be considered.	
Oats Street Station Precinct Planning Area	<p>3 submissions supported precinct planning, including 1 owner of property in the Industry zone west of the railway who had previously requested a rezoning to Residential.</p> <p>1 submission requested an extension of the Precinct Planning Area to Briggs Street so that part of the Industrial zone could be changed to Residential.</p> <p>1 submission requested more shops / mixed use along Oats St from the station up to Harris Street.</p>	<p>Welshpool industrial area forms part of a larger economic area which provides regionally significant employment, goods and services and economic returns for the Town and the metropolitan region. The LPS proposes to retain the Industry zone east of the railway line and considers the potential for a change in land use for the portion west of the railway line in the Oats Street Station Precinct Planning Area through LPS Action OS.1 (Preparation of a Precinct Structure Plan). This action also intends to consolidate retail and commercial development around the Oat Street Station versus extend commercial development along Oats Street to Harris Street.</p>	<p>The points raised in the submissions are noted but do not warrant any Strategy modifications.</p>
Technology Park West Precinct Planning Area	<p>12 submissions supported precinct planning:</p> <ul style="list-style-type: none"> • Should revise the Bentley-Curtin Specialised Activity Centre Structure Plan objectives and extend the mixed-use areas identified in the plan. • Allow greater flexibility in permitted land uses (ie. lifting restrictions around research and development). • Modify the precinct structure planning action to make precinct planning a higher priority and support landowner-led structure planning. 	<p>The WA Planning Commission is the custodian of the Bentley-Curtin Specialised Activity Centre Structure Plan (WAPC, 2018) and responsible for leading a review of the Plan. The LPS Action CB.1 proposes precinct structure planning that will consider the permissibility of land uses. The Town has limited resources and commencement of precinct planning is subject to the allocation of resources through the Town's annual business planning and budgeting process. It should be noted that Action CB.1 identified precinct planning as a Short-Term action (1-2 years), however this was an error and the Town's intension</p>	<p>The points raised in the submissions are noted but do not warrant any Strategy modifications.</p>

Precinct Planning Area	Summary of points raised in community submissions	Discussion/Response	Recommended Strategy Modifications
		<p>is to commence structure planning in the Medium-Term (3-4 years). However, as mentioned on page 128 of Part Two, detailed planning for Tech Park will require a partnership approach with the State government which may influence the timeline, and in addition, the Town understands that landowners may be able to lead the preparation of structure plans per the Planning and Development (Local Planning Schemes) Regulations 2015, Schedule 2, Part 4 (Structure plans), Clause 15(c).</p>	

7. COMMUNITY SUBMISSIONS - SUMMARY OF COMMENTS RELATING TO FUTURE INVESTIGATION AREAS AND RECOMMENDED STRATEGY MODIFICATIONS

Comments contained in the community submissions relating to Future Investigation Areas were grouped for the purpose of analysis and recommended Strategy modifications. Detailed summaries and responses to each individual submission is contained in the report Local Planning Strategy - Community Submission Summary (Individual) (October 2021).

Future Investigation Area	Summary of points raised in community submissions	Discussion/Response	Recommended Strategy Modifications
<p>Victoria Park FIA</p>	<p>A total of 7 submissions were received (all owner occupiers), representing 6 properties in the Vic Park FIA Area:</p> <ul style="list-style-type: none"> • 3 submissions opposed the LPS proposal. • 2 submissions supported the LPS proposal (representing 1 property). • 2 submissions did not comment on the proposal per se but supported retention of character. <p>Reasons for opposing the LPS proposal included:</p> <ul style="list-style-type: none"> • impact on residential character • the Residential Character Area already yields 27 dwellings/hectare • impact on traffic and parking • minimal public open space to support additional population • removal of family sized homes and change to more transient population <p>One submission opposed the proposal to apply a</p>	<p>Considering most submissions opposed apartments in the Victoria Park FIA and given the Town's previous support for maintaining a prohibition on apartments in the R40 zone, it is recommended the LPS be amended to remove the FIA and the lifting of the prohibition on apartments in the new Scheme.</p> <p>However, it is recommended that the potential to apply a medium to higher density residential coding over the VisAbility site (Lot 501, No.61 Kitchener Avenue) be retained and investigated further during the preparation of the new Scheme. The VisAbility site is 1.4 hectares in area and accommodates a large, mostly single storey community service facility. The concern of the adjoining landowners is noted, however a review of the planning framework for the site is warranted given its proximity to the train station and the potential for future redevelopment. A review of the planning framework will provide an opportunity to consider site specific controls for the site (ie. height, setbacks, requirement for a Local Development Plan</p>	<p>It is recommended that Part One, Chapter 8 Neighbourhoods, Neighbourhood 5 – Residential Character Area be amended as follows:</p> <p>Action CA.1 Designate land between Harper Street, Kitchener Avenue, Gresham Street and Shepperton Road as a Future Investigation Area (refer to Figure 16). Gauge landowner and community support for removal of multiple dwelling restrictions under the R40 density code and apply a suitable medium to high density coding over the VisAbility site.</p> <p>Action CA.2 CA.1 Transition the current Town Planning Scheme No.1 zones and densities into the new Local Planning Scheme No.2. until further updates are recommended via Action CA.1. except for Lot 501 (No. 61) Kitchener Avenue, Victoria</p>

Future Investigation Area	Summary of points raised in community submissions	Discussion/Response	Recommended Strategy Modifications
	<p>suitable medium to high density coding over the VisAbility site (Kitchener Avenue) in the new Scheme citing:</p> <ul style="list-style-type: none"> • potential loss of community facilities when demand will only increase with population growth. • new development is unlikely to be sympathetic to the streetscape character. • demolition of an existing concrete building and construction of a new building is not environmentally sensible. 	<p>etc.). These controls could provide additional guidance for any future development over and above the current requirements under the R40 code or any future higher code. This may help to manage built form in an existing medium density area with valued local character. The site's landowners did not lodge a submission on the LPS despite attempts to contact them. However, further efforts will be made to engage them early during the preparation of the new Scheme.</p>	<p>Park (the VisAbility site) where further investigation of options for medium to high density coding and site-specific planning controls will be undertaken. SHORT-TERM (1-2 years)</p> <p>It is recommended that Part One, Chapter 8 Neighbourhoods, Neighbourhood 5 – Residential Character Area be amended to remove Figure 16 - Residential Character Area - Future Investigation Area.</p> <p>It is recommended that Part Two, Chapter 13 Residential Character Area be amended to remove the Future Investigation Area from Figure 13.4.</p>
<p>Lathlain FIA</p>	<p>A total of 13 submissions were received from Lathlain (residents, landowners and business operators), representing 11 properties:</p> <ul style="list-style-type: none"> • 8 submissions supported the FIAs outright (representing 7 properties). • 1 submission supported the FIA and proposed an extension of the FIA over the whole of Milliax 	<p>The smaller FIAs on Castle Way and between Midgley St and Cookham Road, did not receive any objections from landowners and should remain in the Strategy.</p> <p>For the FIA around Vic Park Station (Lathlain side) and Lathlain Place, there was more support (5) than opposition (3). As such, given the balance of submissions support the FIA, it recommended the FIA</p>	<p>It is recommended that Part One, Chapter 8 Neighbourhood 3 – Lathlain, Figure 13 be amended to extend the FIA over whole of Milliax landholdings between Maple and Cornwall Streets.</p>

Future Investigation Area	Summary of points raised in community submissions	Discussion/Response	Recommended Strategy Modifications
	<p>landholdings (Empire Bar site) and to cover a much wider area of Lathlain (to Gallipoli St).</p> <ul style="list-style-type: none"> • 2 submissions opposed the FIAs outright. • 1 submission opposed the FIA with the “possible” exception of the FIA around Lathlain Place. • 1 submission opposed the FIA around Saleham Street. <p>For the FIA portion bounded by Goddard St, Howick St, Rutland Av and Bishopsgate St, the breakdown of submissions received were:</p> <ul style="list-style-type: none"> • 5 submissions supported the FIA, representing 4 properties (including 2 submissions from prospective landowners representing 1 property in the Gallipoli St local centre). • 3 submissions opposed the FIA, representing 2 properties. <p>For the FIA around Lathlain Place – 1 submission supported the FIA and 1 submission opposed the FIA.</p> <p>From the total range of submissions, reasons for opposing the FIAs included:</p>	<p>remains in the Strategy with the boundaries extended over the whole of the Milliax landholdings.</p> <p>A submission was received from Milliax Pty Ltd who have landholdings between Maple St and Cornwall St (currently 7 lots zoned Commercial Zone and 5 lots zoned Residential R20) requesting extension of the FIA across a much wider area of Lathlain. These areas are currently zoned Residential R20 and already subject to low-scale infill, and not within the walkable 400 metre catchment of the train stations. As such, the request should be dismissed, however there is merit in extending the FIA over the whole of Milliax landholdings which will enable a review of the planning framework over the next 5 years.</p> <p>The submission suggesting amendment to Objective L.2 is supported.</p>	<p>It is recommended that Part One, Chapter 8 Neighbourhood 3 – Lathlain, Objective L.2 be amended as follows:</p> <p>To encourage mixed use development in local centres and commercial areas. commercial and community activities within commercial zones, particularly within and around the Lathlain Oval and Lathlain Place, with residential development above ground floor.</p>

Future Investigation Area	Summary of points raised in community submissions	Discussion/Response	Recommended Strategy Modifications
	<ul style="list-style-type: none"> • should be guided by the Objectives for Lathlain which state "encourage predominantly low to medium density residential development. • current density provides a sufficient level of infill and suitable contribution. • increasing density will have negative effects ie. reduce property value, increase traffic, change character and feel, reduce canopy cover, making the street less liveable. • did not anticipate zoning changes when purchased property. <p>Reasons for supporting the FIAs included:</p> <ul style="list-style-type: none"> • good access to facilities, oval, transport, schools and shops. • modernisation of the suburb. • create community diversity through higher density housing options and assist the City to achieve infill targets, sensible for inner city to have density. • support Vic Park businesses. • provide easy transport options and benefit the environment. 		

Future Investigation Area	Summary of points raised in community submissions	Discussion/Response	Recommended Strategy Modifications
	<ul style="list-style-type: none"> allows for more compact and diverse development as envisaged under the Central Sub-Regional Planning Framework (WAPC 2018). <p>One submission recommended Objective L.2 could be amended to better reflect the desire for mixed use development in the local centre (ie. Lathlain Place) and the land currently zoned commercial along Great Eastern Hwy.</p>		
St James FIA	<p>A total of 22 submissions were received for St James, representing 17 properties:</p> <ul style="list-style-type: none"> 17 submissions supported the FIA (representing 12 properties), with 9 of these submissions requesting an extension of the FIA: <ul style="list-style-type: none"> 3 submissions requested an extension to Alvah Street (representing 1 property on Berwick St and 1 on Hill View Tce). 6 submissions requested a extension to Upton Street (representing 3 properties on Upton St, between Bush and Boundary Rd). 5 submissions opposed the FIA (representing 5 properties). <p>Of the total submissions received:</p>	<p>Given there is greater support for the FIA that opposition, it is recommended the FIA be retained in the LPS.</p> <p>The request for extension of the FIA to Alvah Street came from 2 owners outside Alvah Street. However, 2 owners on Alvah Street opposed the FIA. As such, it is recommended the boundary of the FIA is not extended to Alvah Street.</p> <p>The request for extension of the FIA to Upton Street came from 3 properties on Upton Street, between Boundary Rd and Bush St. This section of Upton St contains 18 lots with 16 original lots available for development (including 7 properties are owned by Dept of Communities). As such, it is recommended that Part One, Chapter 8, Neighbourhood 13, Figure 15 (St James FIA) be amended to include the whole street</p>	<p>It is recommended that Part One, Chapter 8, Neighbourhood 13, Figure 25 be amended to:</p> <ul style="list-style-type: none"> Include the whole street block bounded by Berwick Street, Bush Street, Upton Street and Boundary Road.

Future Investigation Area	Summary of points raised in community submissions	Discussion/Response	Recommended Strategy Modifications
	<ul style="list-style-type: none"> • 11 were located in the FIA (representing 9 properties). • 6 were located outside the FIA (representing 3 properties on Upton Street). <p>The issue of submissions from investors vs owner-occupiers was raised during the FIA information sessions held during the advertising period. A breakdown of submissions shows:</p> <ul style="list-style-type: none"> • 16 submissions were received from owner-occupiers (12 support / 4 oppose). • 2 submissions from occupiers only (2 support). • 4 submissions from non-resident landowners (3 support / 1 oppose). <p>Reasons for opposing the FIA included:</p> <ul style="list-style-type: none"> • Little gain in additional dwellings, would prefer additional dwellings around train stations and Albany Hwy. • No justification for higher density other than high frequency bus routes, no shops or train access and over 10,000 vehicles per day on both streets. • Few areas in the Town with original lot sizes which bring unique character and sense of community. 	<p>block bounded by Berwick Street, Bush Street, Upton Street and Boundary Road.</p> <p>It should be noted that Town will undertake separate planning exercises for each Future Investigation Area to identify potential changes in density and built form which considers the impact on neighbourhood character, landscape, amenity and traffic etc, with further community engagement to review these options and decide whether change supported or not.</p>	

Future Investigation Area	Summary of points raised in community submissions	Discussion/Response	Recommended Strategy Modifications
	<ul style="list-style-type: none"> • Increased density will worsen social issues without considering access to quality services and amenity, planning for increased density should occur with holistic redevelopment, like Lathlain Place, to make it an attractive place to live. • Would drastically change the character resulting in poor built form (like City of Canning adjacent) that attracts students with little protection of streetscape/neighbourhood character, loss of open leafy streets, would attract high front fences and loss of character, sense of community (good for safety) and neighbourliness. • Would result in loss of established trees and birdlife. • Steep topography in some sections between Hill View and Alvah St would lead to significant overshadowing / overlooking and enjoyment of backyards and lifestyle. Higher density and smaller lots sizes increases the likelihood of multi-storey buildings and overlooking. • Would result in additional vehicles impact on safe and quiet streets, would bring non-local pedestrians creating safety issues. 		

Future Investigation Area	Summary of points raised in community submissions	Discussion/Response	Recommended Strategy Modifications
	<p>The reasons for supporting the FIA included:</p> <ul style="list-style-type: none"> • Proximity to amenities in St James Town Centre, access to high frequency public transport, on strategic bike route, take advantage of the inner suburban location and the wide range of nearby services and facilities including good public transport, retail, medical and public open space. • Promote St James with its own town centre. • Opportunity for urban refresh, improve quality of the area, encouraging high quality, contemporary designs that addresses frontage activation and fine-grained built form, replace ageing and unimproved houses while maintaining character. • Redevelopment should be used to improve St James, become more liveable place by creating spaces that encourage positive neighbourhood interaction and discourage anti-social behaviour eg. nodal points for activity such as small parks and shops, cafes etc. • Contribute to housing diversity which is lacking especially given extent of smaller households in St James. 		



Future Investigation Area	Summary of points raised in community submissions	Discussion/Response	Recommended Strategy Modifications
	<ul style="list-style-type: none">• Done to retain privacy for neighbouring properties, improve safety and security and protect mature trees / replace exotics.		

8. GOVERNMENT SUBMISSIONS – SUMMARY OF SUBMISIONS AND RECOMMENDED STRATEGY MODIFICATIONS

The following table summarises the submissions received from State government and local governments, and recommended modifications to the LPS in response to these submissions.

Department	Submission Summary (summary points are numbered for referencing across each column)	Town Response	Recommended Strategy Modifications
Heritage Property and Services - Dept of Planning, Lands and Heritage	<ol style="list-style-type: none"> 1. Encouraging to see the role of LPS in cultural heritage is recognised, however recommend minor word change “role of planning framework in heritage identification, conservation and protection”. 2. Recommend replace term “Municipal Heritage Inventory” with “Local Heritage Survey” (LHS) to avoid confusion with updated <i>Heritage Act 2018</i>. 3. Precinct Structure Plans could identify potential places and precincts with cultural heritage value that have not already been identified or placed under heritage protection and recognise the contribution of heritage to the understanding of an area’s history and the community’s sense of place. 4. Including update of Local Planning Policy 25 Streetscapes as an action. 5. Part Two Chapter 2 Issues and Opportunities This section also notes that the Town does not have the power to control the demolition of single houses unless cultural heritage values are to be protected. 	<ol style="list-style-type: none"> 1. Agreed. 2. Agreed. 3. The new Local Heritage Survey (2021) has identified places and buildings of heritage value in accordance with the Heritage Act, and the Town is now preparing a Heritage List for adoption under the Scheme. As per the State Government’s Precinct Planning Guidelines, precinct structure plans will consider and integrate places of cultural heritage significance and broader neighbourhood character into the planning framework where relevant. 4. The update of LPP25 has commenced and a separate Action is not warranted. 5. Agreed. 6. Agreed. 7. Aboriginal heritage sites are identified and protected under the Aboriginal Heritage Act 1972 which is currently under review by the State government. Part Two can refer to this legislation. Art installations and heritage walks are not within the scope of the LPS, 	<ol style="list-style-type: none"> 1. Recommend Part Two, Chapter 2 Neighbourhoods and Housing be amended where relevant to refer to the “role of planning framework in heritage identification, conservation and protection”. 2. Recommend Part One Chapter 2 Neighbourhoods and Housing and Part Two Chapter 2 Neighbourhoods and Housing be amended where relevant to replace the term “Municipal Heritage Inventory” with “Local Heritage Survey”. 5. Recommend Part Two Chapter 2 Neighbourhoods and Housing be amended to note referral to the Heritage Council under the Heritage Act may be required even if the proposal does not directly relate to a heritage place.

Department	Submission Summary (summary points are numbered for referencing across each column)	Town Response	Recommended Strategy Modifications
	<p>This statement could be expanded to note that referral to the Heritage Council under the Heritage Act may be required even if the proposal does not directly relate to a heritage place (ie the demolition is adjacent to an identified heritage place).</p> <p>6. Part Two should be amended to include a description of the difference between “heritage” and “character” and should comment that in some instances, demolition applications should be referred to the Heritage Council.</p> <p>7. Consider including actions re recognising Aboriginal heritage sites and developing a heritage walk trail.</p>	<p>rather they are guided by the Town’s Public Art Strategy and Reconciliation Action Plan.</p>	<p>6. Recommend Part Two Chapter 2 Neighbourhoods and Housing be amended to include a description of “cultural heritage” and “character” and that some demolition applications may require referral to the Heritage Council.</p> <p>7. Recommend Part Two Chapter 2 Neighbourhoods and Housing be amended to acknowledge the Aboriginal Heritage Act 1972 and presence of Aboriginal heritage sites.</p>
Dept of Fire and Emergency Services	<p>1. Given the LPS focus on infill in precinct areas, which may not be located in Bushfire Prone Areas, the application of <i>State Planning Policy 3.7 Planning in Bushfire Prone Areas</i> may not apply but is ultimately at the discretion of (the relevant) decision-maker.</p>	<p>1. Two areas of the Town are in Bush Fire Prone areas according to State government mapping and subject to <i>State Planning Policy 3.7 Planning in Bushfire Prone Areas</i> (SPP 3.7) which is applied per the requirements of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> Schedule 2 Deemed provisions for local planning schemes, Part 10A Bushfire risk management. This includes a small portion of Burswood Station East (adjacent to the Farmer Freeway) and some 60-70 metres from bushland along the Swan River at Balbuk Way, and</p>	n/a

Department	Submission Summary (summary points are numbered for referencing across each column)	Town Response	Recommended Strategy Modifications
		<p>some lots around the edges of the Jirdarup Bushland. SPP 3.7 is considered in all relevant statutory approval processes (development applications, Scheme amendments, subdivisions etc) where necessary.</p>	
<p>Public Transport Authority (rail planning, Transperth and METRONET delivery)</p>	<ol style="list-style-type: none"> 1. There is no action regarding bus priority initiatives and the PTA is keen to work with Town to investigate bus priority measures. 2. Figure 8 Transport should be updated to include some missing high frequency bus routes. 3. Need to clarify role of METRONET re land development – pg 36 and 37 (Chapter 8 – Neighbourhoods 9 and 10) language around METRONET Level Crossing Removal Project is unclear and suggests METRONET will redevelop the land immediately around the respective stations. This should be corrected and rephrased to “identification of land redevelopment opportunities around the station”. 	<ol style="list-style-type: none"> 1. This is outside the scope of the LPS and more relevant for the Town’s draft Transport Strategy (2021). 2. Agreed. 3. Agreed. 	<ol style="list-style-type: none"> 2. Recommend Part One Figure 8 Transport be amended to show additional high frequency bus routes. 3. Recommend Part One, Chapter 8, Neighbourhood 9 (pg 36) and Neighbourhood 10 (pg 37) be amended to read: <i>“At present, the State government’s METRONET level crossing removal project is investigating road and rail options including the removal and provision of a new station and identification of land redevelopment opportunities around the station.”</i>
<p>Dept of Biodiversity, Conservation and Attractions</p>	<ol style="list-style-type: none"> 1. To better acknowledge the interaction between the <i>Swan and Canning Rivers Management Act 2006</i>, the <i>Planning and Development Act 2005</i> and the <i>Metropolitan Region Planning Scheme (MRS)</i> for planning with and around the Swan River (namely 	<ol style="list-style-type: none"> 1. Agreed. 2. The majority of the Swan River foreshore around Belmont Park is reserved Parks and Recreation under the Metropolitan Region Scheme (MRS). This provides the principle means of securing public 	<ol style="list-style-type: none"> 1. Recommend Part One Figure 2 Local Planning Strategy Map be amended to show the Swan Canning Development Control Area as per the <i>Swan and Canning Rivers Management Act 2006</i>.

Department	Submission Summary (summary points are numbered for referencing across each column)	Town Response	Recommended Strategy Modifications
(Conservation and Ecosystem Management Div)	<p>referral of development under the MRS), the Swan Canning Development Control Area should be identified on the LPS map. This is particularly important regarding future development at Burswood Peninsula.</p> <p>2. The LSP should recognise the need to improve public access along the Swan River on the Burswood Peninsula, consistent with the proposed Principal Shared Path on existing structure plans.</p> <p>3. A Foreshore Interface Strategy should be prepared to address the public-private interface, demand for recreation and preserve and enhance the River environment. This is particularly important for parts of Burswood Peninsula.</p> <p>4. Figure 7 Natural Environment does not accurately show the Parks and Recreation reserve on the Burswood Peninsula.</p> <p>5. DBCA looks forward to working with the Town on actions relating to the review of the Burswood District Structure Plan, reclassifying Burswood Peninsula from a District Activity Centre to a Specialised Activity Centre and review and update the Racecourse Redevelopment Structure Plan to ensure consistency with <i>State Planning Policy 2.10</i>:</p>	<p>access which is further delivered through the future development of paths and jetties in the foreshore reserve, and roads and paths through the future subdivision and construction of residential and mixed-use areas around Belmont Racecourse which are guided by existing approved structure plans. The Town's draft Transport Strategy also includes an action (Initiative 57) to work with Golden Group (Property Developer) and DPLH to ensure a high-quality foreshore path network is provided as part of Belmont Racecourse redevelopment (from Windan Bridge to Balbuk Way).</p> <p>A large portion of the Burswood Peninsula from the Farmer Freeway to the Causeway has been excised from the MRS and is under the control of the State government's Casino (Burswood Island) Agreement Act 1985. Public access to the foreshore in this area is managed by the Burswood Parks Board and outside the control of the Town. Additional reference to public access in the LPS is not warranted.</p> <p>3. Identification of recreational needs and environmental management requirements for the Swan River foreshore is adequately managed through multiple place-based foreshore strategies/plans by the Town and other stakeholders,</p>	<p>4. Recommend Part One Figure 7 Environment map be amended to fix the minor MRS reserve omission.</p>

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	<p><i>Swan-Canning River System</i> and DBCA Corporate Policies.</p>	<p>namely:</p> <ul style="list-style-type: none"> • Taylor Reserve and McCallum Park Concept Report (Town of Victoria Park 2017). • Taylor Reserve & McCallum Park Masterplan - McCallum Park Active Area (TOVP 2020). • Foreshore Access and Management Plan (Town of Victoria Park, 2015). • Draft Perth Water Buneenboro Locality Plan (Department of Biodiversity, Conservation and Attractions, on behalf of the Perth Water Vision Group 2019). • Burswood Park Masterplan (Burswood Parks Board, 2020). • Belmont Park Racecourse Redevelopment Structure Plan (DPS, 2013) including the Belmont Park Foreshore Management Strategy 2012 (Emerge Associates). • Proposed draft Social Infrastructure Plan (Town of Victoria Park, 2021). <p>The preparation of a separate and additional Foreshore Interface Strategy is not warranted.</p> <p>4. Figure 7 misses a minor part of the MRS reserve and can be fixed.</p>	

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		5. Noted.	
Venues West (Optus Stadium)	<p>1. Increasing housing at Burswood Peninsula will support use of public spaces and amenities, and the stadium provides various facilities catering for local and regional tourism.</p> <p>2. Reclassification of the Peninsula to a Specialised Activity Centre and increasing population may result in potential conflicts with the daily operation of the stadium which should be managed including:</p> <ul style="list-style-type: none"> • Limited vehicle access and traffic management for large events to enable prioritisation of public transport services. • Impacts of limited parking around the stadium. • Current limited public transport services. • Management of noise. Venues West would like to be involved in any consideration of mechanisms as per LPS Action BP.5. 	<p>1. Noted.</p> <p>2. Action BP.5 states “<i>Work with the Burswood Parks Board and the Department for Planning, Lands and Heritage to identify appropriate noise controls for entertainment areas</i>”. The Action was intended to only apply to the casino and hotel complex, not the stadium. The action intends to investigate whether the parameters for managing noise within entertainment districts, as set out in the Department for Planning, Lands and Heritage <i>Draft Position Statement: Special entertainment precincts</i> (DPLH 2019), could be applied by the State government who have planning control over this area under the <i>Casino (Burswood Island) Agreement Act 1985</i>. The LPS Action BP.5 can be amended to provide clarity on this matter. It should be noted that noise from the stadium is managed under the <i>Environmental Protection (Noise) Regulation 1997</i> and a venue approval has been granted under Regulation 19B allowing for events to occur at the stadium with noise exceeding the assigned levels that would normally apply under the Regulations. The LPS does not propose any change in this regard.</p>	<p>2. Recommend Part One, Chapter 8, Action BP.5 be amended to read: <i>BP.5 Work with the Burswood Parks Board and the Department for Planning, Lands and Heritage to identify appropriate noise controls for entertainment areas in the casino and hotel complex.</i></p>

Department	Submission Summary (summary points are numbered for referencing across each column)	Town Response	Recommended Strategy Modifications
Water Corporation	<ol style="list-style-type: none"> 1. Water – currently available to all developed areas of the Town. Due to general nature of future dwelling yields and densities, the Water Corporation cannot determine if upgrades may be required at this stage. Although note that water planning for Burswood Peninsula has been reviewed. Note – the Water Corporation further advised after this submission that there are no major constraints to development in proposed precinct planning areas. 2. Odour Buffer Armagh St Pump Station – has a 150m odour buffer and only compatible land uses should be developed which do not include residential. Water Corporation would not support any rezoning/upcoding inside the buffer. Indicate the buffer on LPS maps with a note advising notices on titles for new developments (subdivision/strata bylaws) will be requested. 3. Wastewater – retic sewerage is planned for most areas, but due to general nature of future dwelling yields and densities, the Water Corporation cannot determine if upgrades required at this stage. Although note that that wastewater planning for Burswood Peninsula has been reviewed. 	<ol style="list-style-type: none"> 1. The Town will liaise further with the Water Corporation during the preparation of Precinct Structure Plans when a more accurate estimate of dwelling yields can be provided. 2. The LPS does not propose any changes to land use or density inside the generic 150 metres buffer. DPLH advise it is not necessary to show the buffer on the LPS map (Figure 2) as it is existing and not a new proposal. As such, amending the LPS map is not warranted. However, the LPS Part Two Background document can be amended to refer to the buffer in the relevant neighbourhood chapters. 3. The Water Corporation further advised that the whole of the Town is in the current Wastewater Planning Catchment although the Water Corporation have not planned to sewer public open space areas or reserves identified in the current TPS No.1 and if these areas change developable areas, then WC will need to review sewer planning. 4. The Town’s engineering dept requires retention of minor and major storm events (up to and including the 100 year ARI) on-site and does not generally allow connection to the Town’s stormwater drainage system. 	<ol style="list-style-type: none"> 2. Recommend Part Two Chapter 9, Neighbourhoods 10 (Albany Highway), 11 (McCallum-Canning) and 13 (Residential Character Area East and West) be amended where relevant to refer to the Armagh St Pump Station odour buffer with a note that reads: <i>the Victoria Park (Armagh Street) Main Pump Station has a 150m odour buffer around it. The Water Corporation may request notices on title (in the form of a S70A notice on a subdivision, or strata bylaws for an apartment development) for any new developments within the odour buffer to ensure landowners and residents are aware of potential odour from the station.</i>

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	4. Drainage – drainage can only take pre-development flows and future developers need to accommodate additional flows within sites.		
Dept of Communities	<p>2. The WA Housing Strategy 2020-2030 provides strategic direction for improving the housing system (focus areas on supply choice / meet diverse needs, housing pathways and literacy, sustainable design). Lack of housing diversity and inability to easily adapt homes pose major constraints in meeting changing demand. Delivering housing choice requires collaboration between all sectors and is a joint function of govt and private sector.</p> <p>Chapter 2: Housing and Neighbourhoods:</p> <p>2. Support Objective 2.1 <i>To direct additional dwelling growth to Precinct Planning Areas and align planning for dwelling growth with public realm and infrastructure planning and delivery.</i></p> <p>3. Strongly support Objective 2.3 <i>To encourage a diversity of housing across the Town to cater for diverse and changing housing needs, and Action 2.4 Investigate opportunities to facilitate more aged and dependent persons dwellings and universally designed and adaptable dwellings through the local</i></p>	<p>1. The LPS promotes housing diversity by retaining a diversity of residential densities in the new Scheme and updating the local planning framework through the preparation of Precinct Structure Plans.</p> <p>2. Noted.</p> <p>3. Noted, and in addition, recent changes to State Planning Policy 7.3 Residential Design Codes better address universal design and encourage more ancillary, small and aged/dependent persons dwellings.</p> <p>Re incentives for specialised disability accommodation (SDA), the Town will liaise further with the Dept of Communities to understand the potential for local planning framework incentives.</p> <p>Re opportunities for alternative construction methods, this is outside the scope of the LPS.</p> <p>4. The LPS does not propose the Town prepare an affordable housing strategy per se. Rather the LPS proposes the Town investigate local demand and</p>	<p>7. Recommend Part One, Chapter 6 Transport, Objective 6.2 be amended to read:</p> <p><i>“To encourage high standards of built form and public realm design that is universally accessible, safe and convenient for pedestrians, cyclists and public transport users.”</i></p>

Department	Submission Summary (summary points are numbered for referencing across each column)	Town Response	Recommended Strategy Modifications
	<p><i>planning framework.</i> Universal design caters for multiple needs and is therefore a very important housing objective. The Town is encouraged to explore options to incentivise specialised disability accommodation to assist with NDIS rollout. The Town is encouraged to investigate opportunities for alternative construction methods to improve the flexibility of homes for future generations.</p> <p>4. Re Action 2.3 <i>Investigate local demand for affordable housing, gaps in supply, and potential planning and non-planning strategies to address. Seek further advice from Council regarding the Town's role in addressing affordable housing.</i> Support the development of an affordable housing strategy and welcomes an opportunity for early input and to discuss how Communities and the broader State Government could partner with or assist in the delivery of affordable housing. Suggests the Town include an objective to support sustainable and energy efficient housing given potential to reduce housing operating costs etc.</p> <p>Chapter 3: Activity Centres and Employment Areas</p> <p>5. Support precinct planning to encourage residential</p>	<p>potential strategies (planning and non-planning) to address demand, and seek further advice from the Council regarding the Town's role (as a local government) in addressing affordable housing especially given the potential costs of addressing any gaps in supply.</p> <p>5. Noted.</p> <p>6. A Public Open Space Strategy has already been prepared by the Town.</p> <p>7. Precinct structure planning is guided by State Planning Policy 7.2 Precinct Design which includes an outcome relating to accessibility. The Town's draft Transport Strategy also addresses universal access. The LPS can be amended to include a clearer reference to universal access.</p> <p>8. Noted. The Town will engage with the Dept of Communities regarding alignment of their landholdings with the final approved LPS.</p>	

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	<p>development in / around activity centres and along transport corridors.</p> <p>Chapter 4: Public Open space and community facilities</p> <p>6. Support preparation of Public Open Space and Social Infrastructure Strategy, suggest this involves early engagement with people with special needs.</p> <p>Chapter 6: Transport</p> <p>7. Support Objective 6.1 <i>To prioritise the needs of pedestrians, cyclists and public transport users over the needs of private vehicles.</i> Encourage inclusion of 'universal access' in transport objectives to ensure inclusive accessibility principles are considered in precinct planning.</p> <p>Chapter 8: Neighbourhoods</p> <p>8. Acknowledge the effort to guide growth to meet density targets with consideration of desired neighbourhood character. As a significant landowner actively involved in redevelopment, Communities would like to engage with the Town to ensure redevelopment supports delivery of desired dwelling /community outcomes, and to identify opportunities to delivery WA Housing Strategy strategic goals of diversification in housing</p>		

Department	Submission Summary (summary points are numbered for referencing across each column)	Town Response	Recommended Strategy Modifications
	typology and creating opportunities to people to access appropriate housing.		
Main Roads WA	<ol style="list-style-type: none"> 1. Supports the objectives and broader framework of the LPS, although highlights several matters requiring further investigation (as below). 2. A Traffic Impact Assessment (TIA) should be done to inform the LPS and future Local Planning Scheme. The TIA should assess critical intersections when evaluating the suitability of development areas as intensification of land use will affect local and state road network performance. Concentrated nodes of density around Burwood Peninsula and Curtin University are likely to significantly impact on local and state road networks. The TIA and inclusion of transport strategies in the Town's planning framework are necessary to guide future decision making. NOTE – Main Road made a further submission on the proposed changes to the LPS which stated <i>"Main Roads concurs with the Town's response that these items can be addressed through the recently initiated draft Transport Strategy"</i>. 3. Recommend the Town undertaken an Integrated Transport Study to supersede the existing 	<ol style="list-style-type: none"> 1. Noted. 2. The Transport Impact Assessment Guidelines (WAPC 2016) and the draft Local Planning Strategy Guidelines (WAPC, 2021) do not require a Traffic Impact Assessment to inform the preparation of a LPS or new Local Planning Scheme. Rather, detailed transport needs are assessed during the preparation of precinct structure plans and in some cases for scheme amendments. The Town's transport and access needs are planned for in the Town's draft Transport Strategy (2021) which proposes the development of a Town wide mesoscopic traffic model to better assess and manage the likely traffic impacts of proposed developments (Initiative 8 in draft Transport Strategy). 3. The Town is currently preparing a new Transport Strategy (2021). 4. Part Two of the LPS can be amended to include a statement to highlight that land requirements have been identified and are protected under <i>Planning Control Area (PCA) 142 Orrong Road</i>. The Town has uploaded the PCA to the Town's public Intramaps 	<ol style="list-style-type: none"> 4. Recommend Part Two, Chapter 6 Transport be amended to include the following statement: <i>"Main Roads is planning the Orrong Road Expressway Concept and land requirements for the Expressway Concept have been identified some some properties abutting Orrong Road and are protected under Planning Control Area (PCA) 142 Orrong Road (WAPC 2020)."</i> 12. Recommend Part One, Chapter 8 Neighbourhoods, Neighbourhood 11 (Welshpool Industrial) be amended by deleting Action W.3 <i>"Monitor any potential impacts on access to Welshpool resulting from the Main Roads Orrong Road Planning Study"</i>, as this is more appropriately addressed by the Town's draft Transport Strategy (2021).

Department	Submission Summary (summary points are numbered for referencing across each column)	Town Response	Recommended Strategy Modifications
	<p>Integrated Movement Network Strategy to determine any cumulative impacts on the transport network and identify any necessary mitigation measures.</p> <p>4. Orrong Road is reserved as Other Regional Road under the Metropolitan Region Scheme (MRS) and identified as an Urban Corridor under <i>Perth and Peel @3.5 million Framework</i> (WAPC, 2018). Main Roads is planning the Orrong Road Expressway Concept and the LPS should be amended to note the land requirements for the Expressway Concept are protected under <i>Planning Control Area (PCA) 142 Orrong Road</i> (WAPC 2020).</p> <p>5. Shepperton Road / Albany Hwy are designated Primary Regional Roads under the Metropolitan Region Scheme (MRS). Proposed land use changes under the Albany Highway Precinct Structure Plan may have significant impact on the performance of Shepperton Road and intersecting roads. As such, the Town is requested to prioritise alternative access per WAPC's <i>Development Control Policy 5.1 – Regional Roads (Vehicle Access)</i> supported by a comprehensive vehicle access strategy. This should align with the LPS's proposed review of the Town's Rights of Way Strategy, reinforcement of existing</p>	<p>system.</p> <p>5. The preparation of the Albany Highway Precinct Structure Plan (Action AH.1) will consider a diversity of transport needs, impacts, opportunities and constraints to ensure that future development aligns with the Town's strategic community plan, transport and other informing strategy objectives, as well as relevant State government policy. The LPS reflects the <i>Central Sub-Regional Planning Framework</i> (WAPC 2018) designation of Shepperton Road as an Urban Corridor however it does not propose any significant changes to land use or density along Shepperton Road. Vehicle access from existing rights-of-way (ROW) is required as per the current state and local planning policies, including subdivision policies administered by the WA Planning Commission. Given the extent of existing infill development, it is highly unlikely that new ROWs can be created across private land. However, where feasible, new ROWs and shared vehicle access will be considered during precinct structure planning exercises.</p> <p>6. This area has existing capacity for significant redevelopment through the exiting Local Planning Policy 22 Development Standards for Causeway</p>	

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	<p>and establishing new rights-of-way are critical to ensuring the function of Precinct Planning Areas adjacent to urban corridors. NOTE – Main Road made a further submission on the proposed changes to the LPS which acknowledged that creation of new laneways is limited, that the Town will examine where precinct structure planning occurs and clarified that vehicle access from ROWs should be maximised where possible.</p> <p>6. If the area around Teddington and Burswood Roads is being intensified, should be identified as such in the LPS.</p> <p>7. Archer and Oats Streets provide important connection to Orrong Rd and are identified as Urban Corridors under <i>Perth and Peel @3.5 million Framework</i> (WAPC, 2018). Main Roads recommends the form and function of these roads be reviewed to determine if they are of an appropriate standard or if upgrades are required to support proposed densification and land use intensification.</p> <p>8. Manning Road is identified by Main Roads as potential state road and future planning is subject to review. The Town should proactively liaise with</p>	<p>Precinct. Action BS.1 identifies this area (Burswood South Neighbourhood 2) as a Precinct Planning Area and proposes a review the planning framework during the implementation of the LPS over the next 5 years.</p> <p>7. The LPS does not recognise Archer and Oats Streets as Urban Corridors given the limited capacity for redevelopment along these roads, with the exception of areas identified as Precinct Planning Areas around Carlisle Station/Archer Street local centre and Oats Street Station (refer to LPS map). The form and function of these roads is strategically guided by the Town’s draft Transport Strategy (2021) and more detailed design will be considered during precinct structure planning and/or preparation of streetscape improvement plans that balances the movement and access needs of multiple stakeholders (ie. pedestrians, cyclists, businesses etc) accessing the centre and moving through the centre.</p> <p>8. Only a very small part of Manning Road is located in the Town. Detailed planning for this area is guided by the State government’s Bentley Curtin Specialised Activity Centre Structure Plan (WAPC 2018) with subdivision and development is approved by the WAPC as Curtin is reserved “Public Purpose” under</p>	

Department	Submission Summary (summary points are numbered for referencing across each column)	Town Response	Recommended Strategy Modifications
	<p>Main Roads to identify possible future land (road) requirements and prevent inappropriate encroachment of development on these land areas, otherwise opportunities for future infrastructure may be compromised.</p> <p>9. Costs for road and transport improvements should be collected through suitable instruments such as precinct-based development contributions plans.</p> <p>10.Noise sensitive land uses adjacent to Primary Regional Roads should implement acoustic attenuation measures per <i>State Planning Policy 5.4 - Road and Rail Noise (2019)</i>.</p> <p>11.Traffic related objectives relating to monitoring and improving the existing and planning road network and minimising land use and traffic conflicts, should be incorporated into Neighbourhood Planning especially where high population growth is forecast adjacent to state roads, current congested roads and where development will require heavy vehicle access.</p> <p>12.For Neighbourhood 3 (Lathlain) and Neighbourhood 8 (Carlisle Residential) insert Actions <i>"Monitor any potential impacts on access resulting from the Main Roads' Orrong Road</i></p>	<p>the MRS.</p> <p>9. Chapter 9 (Infrastructure Funding) notes the potential opportunity to collect contributions for movement infrastructure and recommends the Town investigate options.</p> <p>10.The Town has multiple transport corridors that trigger consideration of noise under the SPP. Where required, the consideration and assessment of noise levels and land use and built form design responses is carried out through precinct structure planning and consideration of statutory applications.</p> <p>11.The proposal for transport monitoring objectives would be more appropriately situated in the Town's draft Transport Strategy (2021).</p> <p>12.These proposed actions reflect the existing Action W.3 in the Welshpool Industrial Neighbourhood. However, these actions are now included in the Town's draft Transport Strategy (2021) Initiative 12 <i>"partner with State Authorities on a potential upgrade to Orrong Road and assess the impact any future design might have on the adjacent community ..."</i> and are more appropriately actioned via the Transport Strategy and can be removed from the LPS.</p>	

Department	Submission Summary (summary points are numbered for referencing across each column)	Town Response	Recommended Strategy Modifications
	<i>Planning Study)</i> ".		
Department of Water and Environmental Regulation	1. Have assessed the above referral and have no objections.	n/a	n/a
Dept of Education	1. Some primary schools in the Town are approaching their built accommodation capacity. Each of the Town's 5 primary schools significantly exceeds the dwelling yield threshold of 1500 dwellings per catchment area as per the WAPC's Operational Policy 2.4 – Planning for School Sites. However, the Dept accepts demand for places varies significantly from this within established urban areas. Preliminary analysis of current and projected dwellings and student enrolment demand indicates a potential need for 3 additional government primary school sites to meet demand from growth of the Town (including considering typically low demand yielded from higher density development). The significant amount of dwelling growth is expected to put significant enrolment pressure on existing schools in the medium to longer term. Existing schools are restricted in size which	1. The demand for additional primary school places is noted and the LPS can be amended to including an Action in Chapter 4 (Public Open Space and Community Facilities) to ensure the Town supports the Dept to identify opportunities to cater for demand. Part Two, Chapter 4 (Community Facilities) can be amended to include a summary of the preliminary assessment of need provided by the Dept of Education to ensure this information is considered during precinct structure planning and other relevant planning processes. In addition, the Town will engage with the Dept during early phases of precinct structure planning to support the investigation of opportunities to satisfy demand for primary school places. It should also be noted that the need to plan for primary schools is also included in the Town's draft Social Infrastructure Strategy (2021).	1. Recommend Part One, Chapter 4 Public Open Space and Community Facilities be amended by adding a new Action 4.7 in as follows: <i>"Support the Department of Education to identify opportunities to accommodate additional demand for student places in government schools through the redevelopment of existing sites and new sites as appropriate."</i> Recommend Part Two, Chapter 4 be amended to include a summary of the preliminary assessment of need provided in the Dept of Education's submission.

Department	Submission Summary (summary points are numbered for referencing across each column)	Town Response	Recommended Strategy Modifications
	<p>constrains future expansion. The Dept of has identified priority areas for future primary school sites in the Burswood Peninsula, Bentley-Curtin and Carlisle Town Centre neighbourhoods in the medium to longer-term. More detailed breakdown of future dwelling types and anticipated household types is required to more accurately project demand. The Dept asks if the LPS could acknowledge the importance of forward planning for educational needs as the Town grows and would welcome an opportunity to work with the Town in this regard.</p> <ol style="list-style-type: none"> 2. Future demand for secondary school places can be accommodated within existing schools, although the Dept will closely monitor student enrolment demand. 3. The Dept requests early engagement during preparation of local planning instruments (eg. scheme amendment, structure plans) to ensure forward planning for education is met. 	<p>Regarding the preliminary analysis that identifies the potential need for an additional three primary school sites to accommodate demand from population growth and priority areas being Burswood Peninsula, Curtin-Bentley and Carlisle Town Centre. The LPS notes the Burswood Peninsula District Structure Plan (WAPC, 2018) identifies two potential primary school sites on the Burswood Peninsula. Commentary in the LPS (Part Two – Background Analysis, Chapter 8 Burswood Peninsula) identifies planning for a primary school as one of several issues to be included in a review of the District Structure Plan. Action BP.1 states <i>“Work with the Department for Planning, Lands and Heritage to review the Burswood District Structure Plan (WAPC, 2015)”</i>. Given the competing priorities for land on the Peninsula, the Town encourages the Dept of Education to work closely with the Dept for Planning, Lands and Heritage (custodians of the Burswood Peninsula District Structure Plan), landowners and the Burswood Parks Board to develop longer-term strategies for provision of primary school services on the Peninsula through a future review of the District Structure Plan. Action BP.1 provides this opportunity and as such, LPS Action BP.3 <i>“Work with the Department of Education</i></p>	<p>Recommend Part One, Chapter 8 Neighbourhoods, Neighbourhood Burswood Peninsula be amended by deleting Action BP.3 <i>“Work with the Department of Education to confirm the need for a future primary school and identify a suitable site”</i> as the action is covered by Action BP.1.</p>

Department	Submission Summary (summary points are numbered for referencing across each column)	Town Response	Recommended Strategy Modifications
		<p><i>to confirm the need for a future primary school and identify a suitable site" is superfluous and can be removed from the LPS.</i></p> <p>Regarding the Bentley-Curtin area, the Dept is encouraged to work with the Dept for Planning, Lands and Heritage (custodians of the Bentley-Curtin Specialised Activity Centre Structure Plan) to include the potential need for a primary school in a future review of the Activity Centre Plan. This could include investigation of opportunities for co-location or re-use of existing MRS Public Purpose Reserves. Regarding the potential for a site in the Carlisle Town Centre, most of the precinct is constrained by existing land uses and infill development and it is unclear how a site of 4 hectares, as preferred by the WAPC's Operational Policy 2.4 – Planning for School Sites, could be found.</p> <p>2. Noted.</p> <p>3. Noted.</p>	
City of Vincent	1. Well-presented and logical approach to sensitively addressing dwelling targets within commercial centres and Precinct Planning Areas, while maintaining residential character areas. This will	1. Noted. 2. Noted.	n/a

Department	Submission Summary (summary points are numbered for referencing across each column)	Town Response	Recommended Strategy Modifications
	<p>also support housing diversity and preservation of tree canopy.</p> <p>2. Supports identifying need for housing affordability, infrastructure planning and ESD.</p>		
City of Canning	<p>1. Supports increased medium density in (parts of) Bentley and St James to align with similar densities in Canning, closer to Albany Highway urban corridor, which supports business and public transport objectives.</p> <p>2. Commends prioritisation of pedestrian, cyclist and public transport user needs, particular Action 6.3 re continuation of trackless trams project. Proposed establishing Working Group of local governments to progress.</p> <p>3. Supports maintenance of Welshpool as industrial (objective W.2).</p>	<p>1. Noted.</p> <p>2. Noted.</p> <p>3. Noted.</p>	n/a
City of Perth	<p>1. Re Objective BP.1 and Action BP.2 – the intent of reclassifying Burswood Peninsula to a Specialist Activity Centre is not clear in terms of its primary land use focus, commercial intensity and function within the broader activity centre hierarchy. Any reclassification should complement and not undermine the primacy of the Capital City activity</p>	<p>1. The reclassification of Burswood Peninsula from “District Centre” to “Specialised Activity Centre” will reflect the existing presence of metropolitan-level recreational and entertainment facilities and the metropolitan-wide catchment of the centre. A correct classification ensures that the planning, development and investment in facilities and infrastructure will be adequately guided according to</p>	n/a

Department	Submission Summary (summary points are numbered for referencing across each column)	Town Response	Recommended Strategy Modifications
	<p>centre.</p> <p>2. Re Objective BP.3 – the coordination of infrastructure across jurisdictions is supported, particularly in the context of improving connections across the River.</p> <p>3. Re Action BP.1 – the review of the Burswood Peninsula District Structure Plan is supported, and the City would welcome involvement, including consideration of planning priorities between the Peninsula and East Perth/Claisebrook neighbourhoods.</p>	<p>the centre’s specialised function and needs. Page 42 of Part Two (Background Analysis) Chapter 8 Burswood Peninsula adequately describes the intent and rationale for reclassification and further justification is not warranted at this stage. The Town will work with the Department for Planning Lands and Heritage to identify appropriate boundaries for the activity centre classification as per the intent of LPS Action BP.2.</p> <p>2. Noted.</p> <p>3. The review of the Burswood Peninsula District Structure Plan is a responsibility of the State government and the Town welcomes collaborating with all stakeholders.</p>	

Summary Report

05 April 2021 - 01 June 2021

Your Thoughts

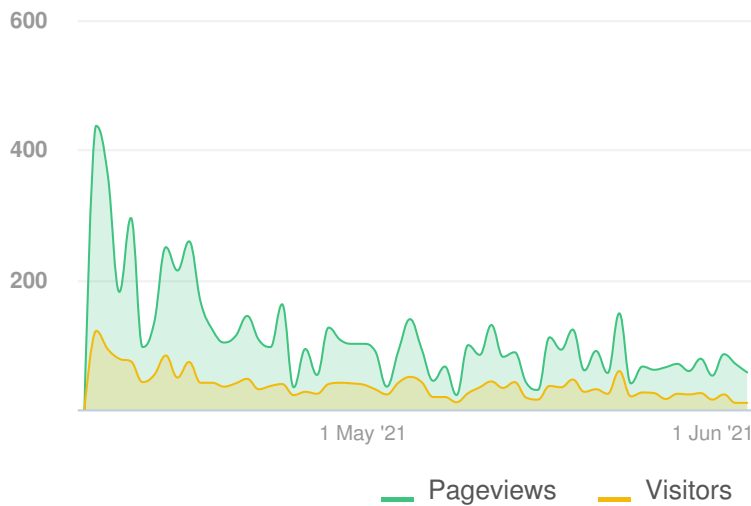
PROJECTS SELECTED: 1

Local Planning Strategy

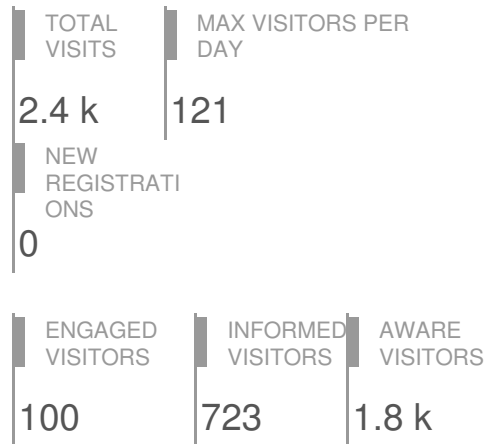
FULL LIST AT THE END OF THE REPORT



Visitors Summary



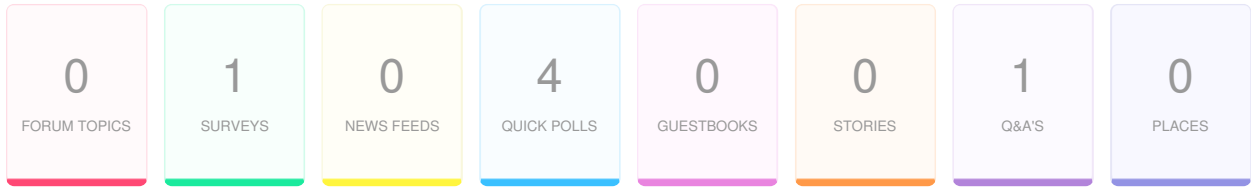
Highlights



PARTICIPANT SUMMARY

ENGAGED	100 ENGAGED PARTICIPANTS			(%)
	Registered	Unverified	Anonymous	
INFORMED	Contributed on Forums	0	0	0
	Participated in Surveys	7	0	55
	Contributed to Newsfeeds	0	0	0
	Participated in Quick Polls	7	0	38
AWARE	Posted on Guestbooks	0	0	0
	Contributed to Stories	0	0	0
	Asked Questions	1	0	0
	Placed Pins on Places	0	0	0
	Contributed to Ideas	0	0	0
	<i>* A single engaged participant can perform multiple actions</i>			<i>* Calculated as a percentage of total visits to the Project</i>
Local Planning Strategy 100 (5.7%)				
ENGAGED	723 INFORMED PARTICIPANTS			(%)
	Participants			
INFORMED	Viewed a video	0		
	Viewed a photo	0		
	Downloaded a document	631		
	Visited the Key Dates page	0		
AWARE	Visited an FAQ list Page	34		
	Visited Instagram Page	0		
	Visited Multiple Project Pages	599		
	Contributed to a tool (engaged)	100		
	<i>* A single informed participant can perform multiple actions</i>			<i>* Calculated as a percentage of total visits to the Project</i>
Local Planning Strategy 723 (41.2%)				
ENGAGED	1,753 AWARE PARTICIPANTS			
	Participants			
INFORMED	Visited at least one Page	1,753		
AWARE				
	<i>* Aware user could have also performed an Informed or Engaged Action</i>			<i>* Total list of unique visitors to the project</i>
Local Planning Strategy 1,753				

ENGAGEMENT TOOLS SUMMARY



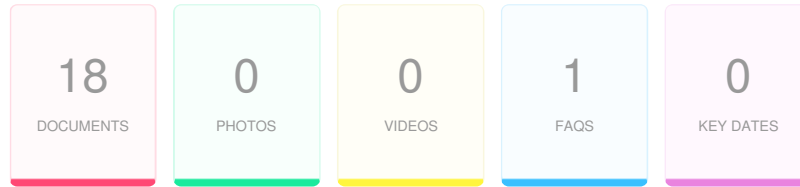
SURVEYS SUMMARY	
1	Surveys
62	Contributors
65	Submissions

TOP 3 SURVEYS BASED ON CONTRIBUTORS
<p>62 Contributors to Online Submission Form</p>

QUICK POLLS SUMMARY	
4	Quick Polls
45	Contributors
136	Responses

TOP 3 QUICK POLLS BASED ON CONTRIBUTORS		
<p>41 Contributors to Do we need more diverse housing options?</p>	<p>34 Contributors to Is the design of new shops/offices adding or detracting from Vic Park's</p>	<p>31 Contributors to Should we have more affordable housing?</p>

INFORMATION WIDGET SUMMARY



DOCUMENTS	
18	Documents
631	Visitors
1.37 k	Downloads

TOP 3 DOCUMENTS BASED ON DOWNLOADS		
541 Downloads	372 Downloads	156 Downloads
Local Planning Strategy - Summary Brochure	Final Draft Local Planning Strategy (March 2021) PART ONE For Advertising.pdf	Part 2 - Background Info and Analysis (all chapters) (40 MB)

FAQS	
1	Faqs
34	Visitors
38	Views

TOP 3 FAQS BASED ON VIEWS
38 Views
Local Planning Strategy

TRAFFIC SOURCES OVERVIEW

REFERRER URL	Visits
m.facebook.com	1138
www.victoriapark.wa.gov.au	159
www.google.com	96
l.facebook.com	54
www.google.com.au	24
www.linkedin.com	12
www.bing.com	10
t.co	9
www.facebook.com	9
android-app	8
www.ecosia.org	4
mail.google.com	2
lm.facebook.com	1
instagram.com	1
www.dailymail.co.uk	1

SELECTED PROJECTS - FULL LIST

PROJECT TITLE	AWARE	INFORMED	ENGAGED
Local Planning Strategy	1753	723	100