



PLACE PLANS
VOLUME SERIES.



WE'RE OPEN
VIC PARK



TOWN OF VICTORIA PARK PLACE PLANS

Explaining the Place Plan Volume Series

The Town of Victoria Park Place Plans are a collection of 'place-based' action plans that guide the allocation of funding and resources in the Town's neighbourhoods.

The Place Plans are the culmination of a review and analysis of the Town's issue specific strategies and plans; a review of relevant data sets; and a current understanding of best practice. The list of Town Strategies and Plans that have been reviewed are contained on page #.

The result is an easy to navigate list of work the Town will undertake in each of its neighbourhoods over a 4 year period. Each project has also been tested against the outcomes listed in the Town's Strategic Community Plan that was subject to an extensive community engagement regime, branded as Evolve.

Volume 1

is an introduction to the Town's Place Plans Volume Series that includes an explanation of the Town's place approach and outlines the major initiatives of the Town (including associated funding and resources) that are common to all of the neighbourhoods.

Volumes 2 to 10

include the Place Plans for each of the Town's neighbourhoods. Each Place Plan lists a suite of specific projects and tasks required to be undertaken in each neighbourhood. Each Place Plan can be read as a document in its own right.

The Town of Victoria Park acknowledges and pays respect to the original custodians of the land upon which we are located – the Whadjuk people of the Noongar nation. We owe a debt of gratitude to Aboriginal and Torres Strait Islanders who preceded us and who have a deep, spiritual connection to land and place. May we walk in reconciliation to share, learn and grow together.

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The Neighbourhoods

The Town of Victoria Park is home to a number of distinct neighbourhoods, each with their own characters, assets, stories, mix of businesses and institutions, environmental assets, open spaces and cultures.

The Town's neighbourhoods are:

- The Burswood Peninsula
- The Causeway Precinct
- Lathlain
- Carlisle
- Welshpool
- Victoria Park
- East Victoria Park
- St James
- Curtin University & Bentley



The Town of Victoria Park Place Approach

Traditionally councils have separated the responsibility of delivering great places across a variety of different disciplines. This siloed approach inevitably ends in conflict and competition and, in some instances, can lead to less than desirable outcomes for places.

The Town of Victoria Park is breaking down these siloes and instead working more collegially across the disciplines, or Service Areas, to deliver great place outcomes. This approach is spearheaded by the Town's Place Planning team and it's Place Leaders who are each responsible for a neighbourhood of the Town.

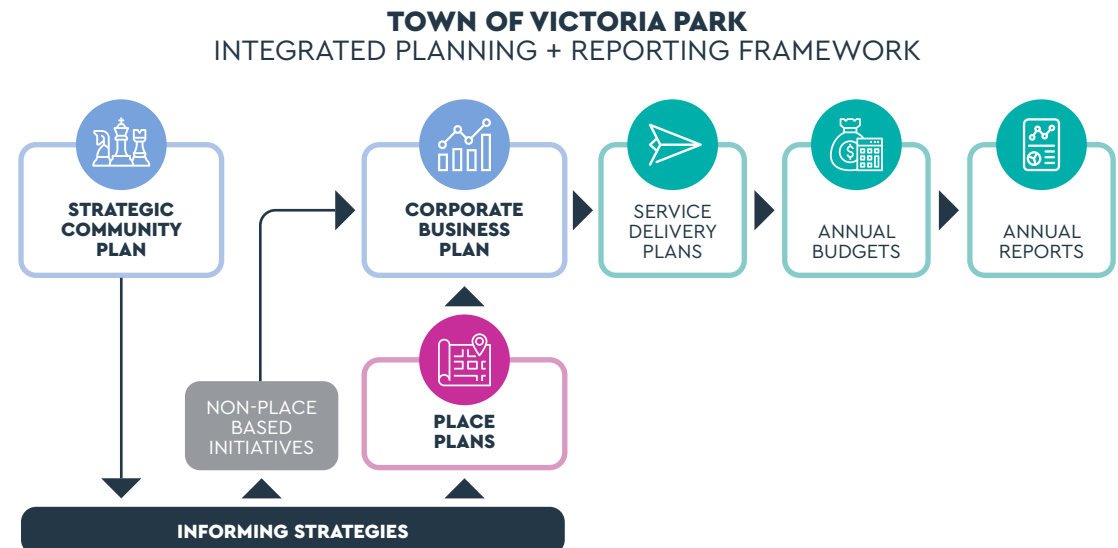
Place Leaders are the vision keeper and manager for their respective neighbourhood. They have a broad understanding of the activities, issues and complexities of their neighbourhood. Place Leaders coordinate the preparation and implementation of their neighbourhood's Place Plan, which is the interpretation of the Town's suite of strategies as it relates to their neighbourhood and the delivery mechanism for Town projects.

The Purpose of Place Plans

The Place Plans provide a 'place filter' on the Town's suite of Informing Strategies to create a clear 'work list' for each of the neighbourhoods within the Town.

The Place Plans directly inform the Town's Corporate Business Plan, which is a requirement for all Local Governments. An outline of the role of the Place Plans in the Towns Integrated Planning and Reporting Framework is provided below.

The Place Plans are action plans that clearly demonstrate what is planned to be delivered in each neighbourhood across the entire organisation. This provides a clear, one-stop shop for the community to access critical information about their neighbourhood, while also providing the means for a cross-departmental approach to the delivery of great place outcomes.



Creating the Place Plans

The Place Plans outline the schedule of work planned for each of the Town's neighbourhoods.

The Place Plans organise the range of projects and initiatives identified for each neighbourhood across all of the Town's suite of strategic documents and plans. These projects are cross checked against the direction set in the Town's Strategic Community Plan, other Strategies, current data and best practice to ensure they are relevant. The list of Town Strategies and Plans that have been reviewed are contained in Table 1 below.

Some of the Town's strategies and plans provide high level guidance for the direction and type of work the Town should be undertaking, while others provide very specific place actions.

The Place Plans provide a critical cross-departmental lens on these strategies and plans. Clear, detailed and relevant projects are carried over, while high level strategic statements are, where appropriate, extrapolated into clearer projects. This ensures that the Place Plans contain clear, actionable projects that can be planned, budgeted and delivered within the Town's capacity.

The level of consultation and community involvement will be delivered as appropriate for each project in accordance with the Town's Policies. Every project is unique, and the level of community engagement and involvement will be assessed on a project-by-project basis.



VIC PARK SIGN AT NIGHT

Town Strategies & Plans List

1990s

Albany Highway Townscape Review 1996

2000s

Lathlain Precinct Structure Plan 2000

Municipal Heritage Inventory 2000

Town of Victoria Park Urban Design Study 2000

Raphael Precinct Community-Based Structure Plan 2002

Raphael Precinct Community-Based Structure Plan 2002

Carlisle Precinct Structure Plan 2003

Technology Precinct Masterplan 2004-2011

Kensington Bushland Protection Strategy 2005

Discussion Paper: Social and Economic Innovation Management Strategy – Bentley Technology Precinct 2008

2010s

SERS Kensington Bushland Site Management Plan

Parking Management Plan 2012

Albany Highway Built Form Study 2013

Belmont Park Structure Plan 2013

Environment Plan 2013-2018

Greater Curtin Masterplan 2013

Integrated Movement Network Strategy 2013

Land Asset Optimisation Strategy 2013

Burswood Peninsula District Structure Plan 2015

Foreshore Access and Management Plan 2015

Lathlain Park Management Plan 2016

Disability and Inclusion Plan 2017 - 2022

Healthy Vic Park Plan 2017 - 2022

Lathlain Community Activity Zone Design Report 2017

Safer Neighbourhoods Plan 2017 -2022

Strategic Community Plan 2017 - 2032

Taylor McCallum Concept Plan 2017

Activity Centres Strategy 2018

Belmont Park Stage 1 Place Framework and Strategy 2018

Bentley & Curtin University Specialised Activity Centre Structure Plan 2018

City of South Perth and Town of Victoria Park Joint Bicycle Plan 2018

Economic Development Strategy, Pathways to Growth 2018-2023

Public Art Strategy 2018 -2023

Reconciliation Action Plan 2018

Social Infrastructure Plan 2018 (received)

Urban Forest Strategy 2018

Burswood Station East Planning Studies 2019

Camfield Drive Concept Plan 2019

City of Perth City Planning Strategy 2019

Community Benefit Strategy 2019

Corporate Business Plan 2019

Etwell Street Local Centre Revitalisation Plan 2019

Public Open Space Strategy 2019

Streets Ahead Action Planning: Albany Highway Urban Public Spaces 2019 - 2022

Strategic Waste Management Plan 2019

Victoria Park Drive Concept Plan 2019

2020

Burswood Station, Victoria Park, Carlisle Station and Oats Street Station Access Strategies 2020

Edward Millen Park Masterplan 2020

Draft Local Planning Strategy 2020

Residential Character Study 2020

Monitoring & Review



Project management

Each action listed in the Place Plans is a project or a component of a larger project and is therefore required to be managed according to the Town's established project management processes (including the establishment of Project Mandates and, where necessary, Business Cases).

Major projects listed in the Place Plans are incorporated into the Town's Corporate Business Plan.



Reporting

Progress on the implementation of each Place Plan will be outlined every year in the Town's annual report. The community will be able to reflect on the progress of improvements undertaken by the Town in each neighbourhood. Reporting by place instead of Service Area removes the need to interpret how the achievements of the various Service Areas have impacted on a neighbourhood.

Each project will follow established reporting processes when reporting on progress, obtaining approvals to proceed and undertaking community engagement.



Review

Each Place Plan will be the subject of an annual review, coinciding with the Town's budget process and annual review of the Corporate Business Plan. This review will capture:

- Timeframe adjustments required to individual projects dependent on progress made through the financial year.
- Wording adjustments to actions based upon the status of the project in its project life cycle (ie. transitioning from investigate to deliver).
- The removal or addition of projects based upon changing circumstances, such as the adoption of or amendment to a strategy or plan.

Reading this Document

Each project is explained using the following three step process



STEP 1 DIAGNOSIS



STEP 2 ANALYSIS



STEP 3 SOLUTION



STEP 4 STRATEGIC CATEGORY

Actions might be delineated with one or more of the following icons, demonstrating that the action is linked to or is fulfilling a key strategic focus of the Town.

Covid-19 Strategy

These projects will contribute to the economic recovery of the Town following the Covid-19 pandemic emergency

S Survive **R** Revive **T** Thrive

SOCIAL RECOVERY

- S1** Maintain the social fabric of our community
- R1** Reconnect our local community
- T1** Re-imagining the community

ECONOMIC RECOVERY

- S2** Maintain our local economy
- R2** Reactivate the local economy
- T2** A new and revived local economy

Other categories:



GREENING

This is a project that will contribute to the Town's strong focus on greening and increasing canopy coverage.



ADVOCACY REQUIRED

This project requires advocacy at multiple levels to attract funding and/or support from State or Federal Government.



CLIMATE CHANGE ADAPTATION & MITIGATION

This project will be a significant contributor to the Town's climate change adaptation and mitigation efforts.

Action 1.01

Activities and Trading Thoroughfare Public Places Local Law 2000, Signs Local Law and Local Government Property Local Law 2000



The Activities and Trading Thoroughfare Public Places Local Law 2000, Signs Local Law and Local Government Property Local Law can be improved to make it easier for local businesses.



Bustling Town Centres with strong economies are places that are alive with activity like alfresco dining, goods displays and street performers. Amendments to the Activities and Trading Thoroughfare Public places Local Law 2000, Signs Local Law and Local Government Property Local Law will make it easier for businesses to use the public space in front of their shopfronts and enable an online self-administering process that reduces paperwork and approval time frames. The Town needs to proactively promote the public realm options available to business to help grow the local economy.



Review select Local Laws and promote and administer the Parklet Policy and Free Trade Area initiative to increase street life in the Town's centres.



R1 R2

Action 1.02

Street Meet 'n' Greet Program



Supporting and encouraging inclusive and socially connected streets and neighbourhoods can assist with crime prevention.



Streets and neighbourhoods where residents and community members know each other have been proven to be safer and healthier. The results of the Evolve final report, Healthy Vic Park survey and the Safer Neighbourhoods community survey all indicated a community expectation that the Town promote inclusive and socially connected streets and neighbourhoods. The Town is responsible for much of the physical space in a street and is a key stakeholder to create these connected neighbourhoods. Support structures for existing and new community members to connect and be included in the neighbourhood will lead to a safer community and more vibrant neighbourhoods.



Implement the Street Meet 'n' Greet Program.



R1

Action 1.03

On-line Business Platform



There is no effective medium for local Town businesses to engage directly with one another.



The Town's Economic Development Strategy identifies several actions that require the facilitation of communication between businesses within the Town. These actions range from inviting technology, research partners and start-ups to collaborate on prototypes; increasing the capacity of businesses, artists, creatives and innovators; building networks of information and ideas sharing between public sector, research organisations and the private sector; and promoting workshops and webinars to help businesses integrate technology into their offering.



Create an On-line Business Platform for local businesses to collaborate, network and share success.



S2 R2 T2

Action 1.04

Business Training and Events Schedule



The Town's schedule of Business Events and training opportunities in conjunction with the Small Business Development Corporation has been well received by the local business community. The Town's Economic Development Strategy identifies the importance of events to create networking and partnership opportunities between businesses as well as build the reputation as a great place to invest.



Prepare and deliver a Business Events Schedule, promote training opportunities through the Small Business Development Corporation and investigate opportunities to partner with neighbouring Local Governments.



Prepare and deliver a Business Events Schedule, promote training opportunities through the Small Business Development Corporation and investigate opportunities to partner with neighbouring Local Governments.



S2 R2 T2



BLASTA BREWING IN THE BURSWOOD STATION EAST PRECINCT

Action 1.05
Visit Perth and Economic Development Campaigns

- 

Partnering with neighbouring Inner-City Local Governments to promote the offering in each of the distinct neighbourhoods can increase economic activity.
- 

The Town's businesses, landmarks and events have enormous potential to appeal to a broader market, including intrastate, interstate and international visitors. The recent collaboration between Inner City Local Governments to expand the Visit Perth website and collaboratively prepare supporting campaigns provides the opportunity for tourism-related exposure and activity.
- 

Partner with neighbouring Local Governments and Tourism WA to deliver and maintain the Visit Perth Platform and Schedule of Campaigns (Inner Perth Assembly).
- 

S2 R2 T2

Action 1.06
Victoria Park Investment Prospectus

- 





The Town has not actively promoted itself as a desirable place to invest.
- 

The Western Australian Planning Commission has set the Town significant dwelling targets to meet. Meeting these targets represents a significant update to the planning framework, but also requires a proactive approach to encouraging investment from developers. The Town is also eager and committed to supporting and growing the local economy. This means investing in the Town's neighbourhoods, encouraging new business investment, and encouraging population growth in select locations.
- 





Promote Town of Victoria Park Investment Prospectus.
- 

R2 T2

Action 1.07
Tourist Maps

| | |
|---|--|
|  | There are no maps that show what is on offer for tourists in the Town of Victoria Park. |
|  | The Town has a significant amount to offer local, interstate and international tourists. From the world class entertainment and leisure offering on the Burswood Peninsula, the river foreshore at Taylor and McCullum Park and the hustle and bustle of eateries, bars, pubs and boutique shops on Albany Highway. Digital tourist maps that can be easily sourced and understood will increase tourists visiting and spending in the Town's neighbourhoods. A set of digital tourist maps can also be placed onto the Visit Perth website – the one-stop shop for tourists visiting Inner Perth. |
|  | Promote Place Based Tourist Maps. |
|  | R2 |

Action 1.08
Place-Based Groups

| | |
|---|---|
|  | Businesses and community members have expressed a desire to improve their place but do not know how best to do it. |
|  | Place based groups are positive and proactive organisations that include businesses, landowners and residents working collaboratively with their local government to improve a place or area. Whilst the Town would not run or govern a place-based group, it can help connect likeminded people who want to see improvements in their place. |
|  | Facilitate the creation of Town Teams or Place-Based Organisations for each of the Town's neighbourhoods. |
|  | R1 T1 R2 T2 |

Action 1.09
Grants and Sponsorships

| | |
|---|---|
|  | It is important to fund the community or sponsor commercial operations to deliver great outcomes for the Town's neighbourhoods. |
|  | The Town offers a range of grants and sponsorship opportunities that can lead to great place outcomes. The Town offers Community Grants, Place Grants and Arts Season Grants to community groups and these initiatives regularly deliver great outcomes for the neighborhoods within the Town. The Town sponsor events from time to time that return an economic benefit to the Town's neighbourhoods where the applicant satisfies the appropriate criteria. |
|  | Administer the Community, Urban Forest and Place Grant Program and Sponsorship Program. |
|  | S1 R1 T1 S2 R2 T2   |

Action 1.10
Consistent Street Furniture and Materials

| | |
|---|--|
|  | The Town's Streetscapes include a large range of pavement materials, bench types, light poles, sign poles and bin types. |
|  | The Town's large palette of materials and furniture can create a sense of disorder and cognitive overload for pedestrians. An important element to any Town Centre is to keep the materials and furniture elements consistent and cohesive so that they do not compete with architectural detail of adjacent buildings and shopfronts. Detail and character should be provided by the businesses themselves in line with Action 1.01. A consistent street furniture and materials palette would provide much needed guidance for the Town's Street Improvement Service Area. |
|  | Prepare a Furniture and Materials Palette for the Town's Centres. |
|  | - |



INCREASING CANOPY COVERAGE IS A MAJOR FOCUS OF THE TOWN

Action 1.11
Water Corporation Drainage Basins



There are several Water Corporation owned drainage basins within the Town that could be upgraded.



The Water Corporation's 'Drainage for Liveability' program provides an opportunity to repurpose Water Corporation owned drainage basin and provide increased green spaces and tree planting opportunities. This is an opportunity that is identified in the Town's Public Open Space and Urban Forest Strategies to address canopy coverage and public open space deficiencies.



Advocate for the investigation into the future role of Water Corporation Drainage Basins.



Action 1.12
Increase Canopy Coverage across the Town



Canopy coverage across the town is significantly short of the 20% target.



Increasing canopy coverage from trees across the Town provides a range of health, economic, community and environmental benefits which are outlined in detail in the Town's Urban Forest Strategy. A range of measures and planting projects are required on both private and public land to reach the Town's canopy coverage target.



Deliver the Urban Forest Strategy Implementation Action Plan



Action 1.13
Integrated Movement and Network Strategy

| | |
|--|---|
| | The Town's Integrated and Movement Network was prepared in 2013 and is due for review. |
| | The Town must have a coordinated and clear vision for the future of its network of paths, streets and roads. This vision must balance the movement function of the transport network while recognising that the public realm is the most critical element to the functionality of the Town's places, liveability for residents and prosperity for local businesses. |
| | Update the Integrated Movement and Network Strategy to align with a Movement and Place approach. |
| | R2 T2 |

Action 1.14
Parking Management Plan and Parking Benefit Strategy

| | |
|--|---|
| | The Town's Parking Management Plan is due for a review and parking revenue requires a clearer expenditure plan. |
| | The Town has adopted a dynamic parking management approach based on the supply and for its parking bays. The Town's Parking Management Plan requires a review having been prepared in 2012 and a Parking Benefit Strategy should be included in the review to guide the expenditure of parking revenue. |
| | Update the Parking Management Plan and include a Parking Benefit Strategy. |
| | R2 T2 |

Action 1.15
Better Public Transport

| | |
|--|---|
| | The Town is well connected to Public Transport, but it could be better. |
| | The Town has five train stations and is well connected to a variety of bus routes. Residents and businesses still heavily use and rely on cars as their primary mode of transport and this is problematic for a variety of reasons. Improving the standard and reach of public transport is a key strategy to reduce car usage. The Town should continually advocate for improved and expanded public transport infrastructure, targeting heavily used routes and precincts planned for population and economic growth. Efforts are already underway with the Town participating in the Trackless Tram Investigation consortium with Curtin University and key METRONET projects at various stations. |
| | Advocate for Improved and Expanded Public Transport Infrastructure to State Authorities. |
| | |

Action 1.16
Build the Bicycle Network

| | |
|--|---|
| | The Town has a 'poor to average' bicycle network. |
| | The Town's Bike Plan (jointly prepared with the City of South Perth) identified in 2017 that the Town had a 'poor' to 'average' bicycle network. The Bike Plan outlines a variety of initiatives to improve the bike network and increase the number of cyclers in the Town. The recent Rutland Road and Goodwood Parade Principal Shared Path is an example of the Town implementing this Plan and this should continue. |
| | Implement the Bicycle Network as per the Joint Vic Park and South Perth Bike Plan. |
| | |



Action 1.17

Local Planning Strategy



The Town does not have a game plan for how it will accommodate growth and development in the Town.



The Town does not have a Local Planning Strategy, the key game plan for how the Town would structure and update its Town Planning Scheme and accompanying Planning Policies which set the rules for development on private land in the Town. The Town has completed a draft of its first Local Planning Strategy based upon State Government requirements, rigorous analysis and the information collected from the Community during the Strategic Community Plan 'Evolve' process. The draft Local Planning Strategy will outline where growth and in population and therefore development can occur within the Town and will be the subject of an extensive community engagement regime following the State Governments consent to commence advertising.



Prepare the Local Planning Strategy.



Action 1.18

Local Planning Scheme No.2



The Town's Planning Scheme is outdated and requires updating.







The Town's Town Planning Scheme No.1 has been highly successful in setting the planning rules for private development, but it is now out of date and requires a major overhaul in order to respond to contemporary issues, design expectations and updated State Government and community expectations. Before embarking on the creation of Local Planning Scheme No.2 it is a requirement that the Town have a Local Planning Strategy in place to guide its development.





Prepare the new Local Planning Scheme No.2 in accordance with the Local Planning Strategy.








Action 1.19
Social Infrastructure Plan

| | |
|---|--|
|  | The Social Infrastructure Plan was never endorsed by Council and is missing some key information. |
|  | The Town's Social Infrastructure Plan was never endorsed by Council which therefore makes it difficult for Administration to apply it. The Social Infrastructure Plan should be refined to incorporate missing information and re-configured to align with the forecasted growth and development in the draft Local Planning Strategy. |
|  | Review and finalise the Social Infrastructure Plan. |
|  | - |





Action 1.20
Accessibility Improvements to Buildings and Places

| | |
|---|--|
|  | Many buildings and places are not universally accessible. |
|  | The Town's Disability Access and Inclusion Plan identifies a variety of necessary strategies to improve accessibility to many of the businesses, facilities and public spaces within the Town. This is largely focused on incrementally and opportunistically ensuring that any new works are designed to be universally accessible, including the design and development of new public spaces, public buildings, new developments and upgrades to existing business premises. |
|  | Investigate a program to encourage accessibility improvements to buildings and places. |
|  | T2 |

Action 1.21
Local Planning Policies

| | |
|---|--|
|  | The Town's Local Planning Policies will need to be reviewed as the Town's Local Planning Strategy is endorsed and the new Local Planning Scheme No.2 is created. |
|  | The draft Local Planning Strategy outlines a program of work that will have a bearing on the future of the Town's suite of Local Planning Policies. Updated provisions in the new Local Planning Scheme No.2, recently updated Public Open Space Strategy and future Precinct Planning in Strategic Investigation Areas are likely to result in a new, refined and in some instances - rationalised - suite of Policies. Future Policies are likely to address matters such as public open space (POS) contributions and infrastructure funding, residential interfaces with POS, built form guidelines for specific precincts, affordable housing, ecologically sustainable design (ESD), water sensitive urban design (WSUD) and right of ways (ROWs). |
|  | Update and rationalise the Town's suite of Local Planning Policies to support the new Local Planning Scheme No.2 |
|  | S2 R2 T2  |

Action 1.22
Improve Lighting in Public Spaces

| | |
|---|--|
|  | Inadequate lighting in some areas within the Vic park neighbourhoods creates conditions for opportunistic nighttime crime as well as an increase in the perceived danger in some areas. |
|  | The Town's Safer Neighbourhoods Plan identifies the improvement of lighting infrastructure as the number 1 priority to reduce crime and perceptions of crime. The need for improved lighting in some places has been a recurring theme from community members and some of the places required a focused effort for improvement are Train Stations and Bus Stops; the MacMillan Precinct; and parts of Albany Highway and Streets and Right of Ways that run into and alongside it. |
|  | Prepare a Public Lighting Plan for areas identified as having poor lighting. |
|  | - |



WEST COAST EAGLES IN THE VIC PARK COMMUNITY

Action 1.23

West Coast Eagles, Perth Demons, Wirrpanda Foundation, the Town of Victoria Park and the Community



The West Coast Eagles, Perth Demons and Wirrpanda Foundation co-locating in Lathlain provides a profound partnering opportunity.



The newly formed partnership provides a variety of opportunities that can improve the Town's neighbourhoods in addition to the range of community programs and the extraordinary investment and upgrade to the Lathlain Oval precinct (identified in Volume 4). Benefits to neighbourhoods include greater exposure and support for local businesses, assistance in marketing campaigns and support for local sporting clubs.



Support and partner with the West Coast Eagles to deliver the West Coast Eagles Community Benefits Strategy through reporting and acquittal processes.



T1

Action 1.24

Improving our Waste Practices



The Town must continue to update its waste practice to meet the needs and aspirations of the local community within its financial capacity.



The Town's waste management practises were reviewed in the recently adopted Strategic Waste Management Plan. The Town is committed to diverting waste from landfill and the Strategic Waste Management Plan outlines a range of actions until 2023.



Implement the actions in the Town's Strategic Waste Management Plan.








Action 1.25

Implement the Public Open Space Strategy

| | |
|---|---|
|  | Public Open Space will be increasingly important as the population grows. |
|  | The Town has a diverse range of public open space of varying scales, settings and uses. The amount of public open space differs for each neighbourhood, with gaps in supply identified in portions of East Victoria Park, Lathlain and Carlisle. The Town will need to focus on maximising the efficiency of its parks, revising streets as public open space, and where necessary undertaking concept planning for more complex or strategically important parks. These place specific recommendations are captured in the respective Place Plan Volumes and the Place Sections of the POSS. A POSS Implementation Plan is required to schedule each of the identifies POS improvements. |
|  | Prioritise improvements to the Town's Public Open Spaces and prepare an Implementation Plan for the Town's Public Open Space Strategy. |
|    | |





Action 1.26

Improve Wayfinding through the Town

| | |
|---|---|
|  | There is no coherent approach to wayfinding across the Town. |
|  | The Town has a variety of non-regulatory wayfinding signs across the Town in a variety of styles. Directional signage (outside of normal street signage) is limited making it difficult for pedestrians and cyclists to find their way through the Town. A Wayfinding Plan would enable the Town to incrementally install new signage across the Town helping people move from destination to destination, enriching local culture and stories and assisting the growth of the local economy by assisting visitors to get around. |
|  | Prepare a Wayfinding Strategy for the Town (not including Burswood Peninsula & Curtin/Bentley) focusing on key parks, park streets, activity centres and other special places. |
|   | |








Action 1.27

Protect and Enhance the Town's Heritage

| | |
|---|--|
|  | The Town's Municipal Heritage Inventory |
|  | The Town's Municipal Heritage Inventory (MHI) was adopted by Council in 2000 and contains a total of 85 Places including 9 Places on the State Heritage List. In 2018, the Heritage Act 2018 came into effect, which requires each local government to identify places of cultural heritage significance in a local heritage survey (LHS). An existing MHI is taken to be a local heritage survey for the purposes of the Heritage Act 2018, however as the MHI is nearing 20 years old and there have been many changes to the State's Planning and Heritage legislation, the Town is currently reviewing the MHI and preparing a new Local Heritage Survey. The Planning Regulations require Local Governments to establish and maintain a Heritage List which has statutory weight through a Local Planning Scheme. As such, the new Local Heritage Survey will form the basis of statutory Heritage List for adoption under the TPS. |
|  | Review the Municipal Heritage Inventory and prepare a Scheme Heritage List. |
|  | - |

Action 1.28

Climate Change Emergency Planning

| | |
|---|--|
|  | The Town has declared a climate emergency and urgent action is required |
|  | The Town declared a climate emergency in 2019, recognising the need for the Town to take urgent action to reduce emissions to zero and to respond to immediate climate change impacts. A Climate Emergency Plan is required to guide the Town's toward zero emissions by 2030. |
|  | Develop the Climate Emergency Plan. |
|     | |



Action 1.29

Continue to invest in the Old Spaces New Places program



The Town's Activity Centres need to have high quality pedestrian environments in order to attract private and public investment and accommodate planned population growth.



It is critical that the Town invest in public realm improvements in key precincts and centres. Investing in the public realm supports the local economy, attracts further private and public investment (especially where there is room to grow in the planning framework), and creates healthier and more environmentally and economically sustainable places for the Town of Victoria Park community.

























Investigate and confirm the location of future Old Spaces New Places projects arising from Precinct Planning and other Informing Strategies







Volume 1 Town Wide – Action List

| KEY ACTION/PROJECT | | RESPONSIBLE TEAM | SUPPORT TEAM | TIMING *all timing to be determined | | | | STRATEGIC ALIGNMENT | CORPORATE BUSINESS PLAN | CATEGORY |
|--------------------|---|-----------------------|--|--|-------|-------|-------|---|-------------------------|----------------|
| | | | | 20/21 | 21/22 | 22/23 | 23/24 | | | |
| 1.01 | Review select Local Laws and promote and administer the Parklet Policy and Free Trade Area initiative to increase street life in the Town's centres. | Place Planning | Technical Services | | | | | Economic Development Strategy, Pathways to Growth 2018-2023 Streets Ahead Action Planning: Albany Highway Urban Public Spaces 2019 – 2022 Public Open Space Strategy 2019 | EC1.1.2 CL10.1.4 | R1 R2 |
| 1.02 | Implement the Street Meet 'n' Greet Program. | Community Development | Technical Services | ongoing | | | | Safer Neighbourhoods Plan 2017 | | R1 |
| 1.03 | Create an On-line Business Platform for local businesses to collaborate, network and share success. | Community Development | Stakeholder Relations | | | | | Economic Development Strategy, Pathways to Growth 2018-2023 | EC1.1.2 | S2 R2 T2 |
| 1.04 | Prepare and deliver a Business Events Schedule, promote training opportunities through the Small Business Development Corporation and investigate opportunities to partner with neighbouring Local Governments. | Place Planning | Stakeholder Relations Community Development | ongoing | | | | Economic Development Strategy, Pathways to Growth 2018-2023 | EC1.1.2 | S2 R2 T2 |
| 1.05 | Partner with neighbouring Local Governments and Tourism WA to deliver and maintain the Visit Perth Platform and Schedule of Campaigns (Inner Perth Assembly). | Place Planning | Stakeholder Relations | ongoing | | | | Economic Development Strategy, Pathways to Growth 2018-2023 | EC1.1.2 | S2 R2 T2 |
| 1.06 | Promote Town of Victoria Park Investment Prospectus. | Place Planning | Stakeholder Relations | | | | | Economic Development Strategy, Pathways to Growth 2018-2023 | EC1.1.2 | R2 T2 |
| 1.07 | Promote Place Based Tourist Maps. | Place Planning | Stakeholder Relations | | | | | Economic Development Strategy, Pathways to Growth 2018-2023 | EC1.1.2 | R2 T2 |
| 1.08 | Facilitate the creation of Town Teams or Place-Based Organisations for each of the Town's neighbourhoods. | Place Planning | Community Development | ongoing | | | | Nil | | R1 T1 R2 T2 |

| KEY ACTION/PROJECT | | RESPONSIBLE TEAM | SUPPORT TEAM | TIMING *all timing to be determined | | | | STRATEGIC ALIGNMENT | CORPORATE BUSINESS PLAN | CATEGORY |
|--------------------|--|---|--|--|-------|-------|-------|--|-------------------------|---|
| | | | | 20/21 | 21/22 | 22/23 | 23/24 | | | |
| 1.09 | Administer the Community, Urban Forest and Place Grant Program and Sponsorship Program | Place Planning Community Development | Stakeholder Relations | ongoing | | | | Nil | |    |
| 1.10 | Prepare a Furniture and Materials Palette for each of the Town's Centres. | Place Planning | Technical Services Infrastructure Operations | | | | | Streets Ahead Action Planning: Albany Highway Urban Public Spaces 2019 – 2022 | |   |
| 1.11 | Advocate for the investigation into the future role of Water Corporation Drainage Basins. | Technical Services Place Planning | | ongoing | | | | Urban Forest Strategy 2018 Public Open Space Strategy 2019 | |   |
| 1.12 | Deliver the Urban Forest Strategy Implementation Action Plan | Place Planning | Technical Services Infrastructure Operations Stakeholder Relations | ongoing | | | | Urban Forest Strategy 2018 | EN7.1 |   |
| 1.13 | Update the Integrated Movement and Network Strategy to align with a Movement and Place approach. | Place Planning | Street Improvement Urban Planning Parking | | | | | Integrated Movement and Network Strategy 2013 | EN3.1.5 |   |
| 1.14 | Update the Parking Management Plan and include a Parking Benefit Strategy. | Parking | Place Planning Urban Planning Street Improvement | | | | | Parking Management Plan 2012 Streets Ahead Action Planning: Albany Highway Urban Public Spaces 2019 – 2022 | EC2.3.6 EC2.3.8 |   |
| 1.15 | Advocate for Improved and Expanded Public Transport Infrastructure to State Authorities. | C-Suite | Place Planning Street Improvement | ongoing | | | | Integrated Movement and Network Strategy 2013 | EN3.1.4 |  |
| 1.16 | Implement the Bicycle Network as per the Joint Vic Park and South Perth Bike Plan. | Technical Services | Place Planning Parks | ongoing | | | | City of South Perth and Town of Victoria Park Joint Bicycle Plan 2018 | |  |

| KEY ACTION/PROJECT | | RESPONSIBLE TEAM | SUPPORT TEAM | TIMING *all timing to be determined | | | | STRATEGIC ALIGNMENT | CORPORATE BUSINESS PLAN | CATEGORY |
|--------------------|--|-------------------------------------|---|--|-------|-------|-------|---|-------------------------|--|
| | | | | 20/21 | 21/22 | 22/23 | 23/24 | | | |
| 1.17 | Prepare the Local Planning Strategy. | Place Planning | Urban Planning | | | | | Planning and Development Regulations 2015 | EN1.1.2 | T2   |
| 1.18 | Prepare the new Local Planning Scheme No.2 in accordance with the Local Planning Strategy. | Place Planning | Urban Planning | | | | | Planning and Development Regulations 2015 | EN1.1.1 | T2   |
| 1.19 | Review and finalise the Social Infrastructure Strategy. | Place Planning | Community Development Urban Planning Property Development and Leasing | | | | | Corporate Business Plan | EN1.1.10 | - |
| 1.20 | Investigate a program to encourage accessibility improvements to buildings and places. | Urban Planning Building Services | | ongoing | | | | Disability Access and Inclusion Plan 2017 - 2022 | | T2 |
| 1.21 | Update and rationalise the Town's suite of Local Planning Policies to support the new Local Planning Scheme No.2. | Urban Planning Place Planning | | | | | | Draft Local Planning Strategy 2020 | | S2  R2  T2 |
| 1.22 | Prepare a Public Lighting Plan for areas identified as having poor lighting. | Community Development | Technical Services Infrastructure Operations | | | | | Safer Neighbourhood Plan 2017 | | - |
| 1.23 | Support and partner with the West Coast Eagles to deliver the West Coast Eagles Community Benefits Strategy through reporting and acquittal processes. | Community Development | | ongoing | | | | West Coast Eagles Community Benefit Strategy 2019 | | T1 |
| 1.24 | Implement the actions in the Town's Strategic Waste Management Plan. | Technical Services | | ongoing | | | | Strategic Waste Management Plan 2019 | |  |

| KEY ACTION/PROJECT | | RESPONSIBLE TEAM | SUPPORT TEAM | TIMING *all timing to be determined | | | | STRATEGIC ALIGNMENT | CORPORATE BUSINESS PLAN | CATEGORY |
|--------------------|--|---------------------------|---|--|-------|-------|-------|---|-------------------------|---|
| | | | | 20/21 | 21/22 | 22/23 | 23/24 | | | |
| 1.25 | Prioritise improvements to the Town's Public Open Spaces and prepare an Implementation Plan for the Town's Public Open Space Strategy. | Infrastructure Operations | Place Planning | ongoing | | | | Public Open Space Strategy 2019 | |  |
| 1.26 | Prepare a Wayfinding Strategy for the Town (not including Burswood Peninsula & Curtin/Bentley) focusing on key parks, park streets, activity centres and other special places. | Stakeholder Relations | Place Planning Technical Services Infrastructure Operations | | | | | Public Open Space Strategy 2019 | |  |
| 1.27 | Review the Municipal Heritage Inventory and prepare a Scheme Heritage List. | Urban Planning | Place Planning | | | | | Corporate Business Plan | S4.2.2 | - |
| 1.28 | Develop the Climate Emergency Plan. | Environment | Place Planning Technical Services Infrastructure Operations | | | | | Corporate Business Plan | EN4.1.1 |  |
| 1.29 | Investigate and confirm the location of future Old Spaces New Places projects arising from Precinct Planning and other Informing Strategies | Place Planning | Technical Services | | | | | Streets Ahead Action Planning: Albany Highway Urban Public Spaces 2019 – 2022 Public Open Space Strategy 2019 | |  |



VOLUME
2

THE
BURSWOOD
PENINSULA
PLACE PLAN

An Introduction to the Burswood Peninsula

Burswood Peninsula is the entertainment hub of the Town of Victoria Park, home to some of the state's biggest tourist attractions, including Crown Perth, Optus Stadium, the Camfield, Belmont Park Racecourse and the State Tennis Centre.

Surrounded by parkland, the Peninsula is just three kilometres from the CBD and connected to East Perth by the newly built Matagarup Bridge. The long-term vision for Burswood Peninsula is to create an attractive, vibrant and sustainable urban setting, with a diverse mix of housing, recreation, entertainment, tourism and employment opportunities.



Snapshot

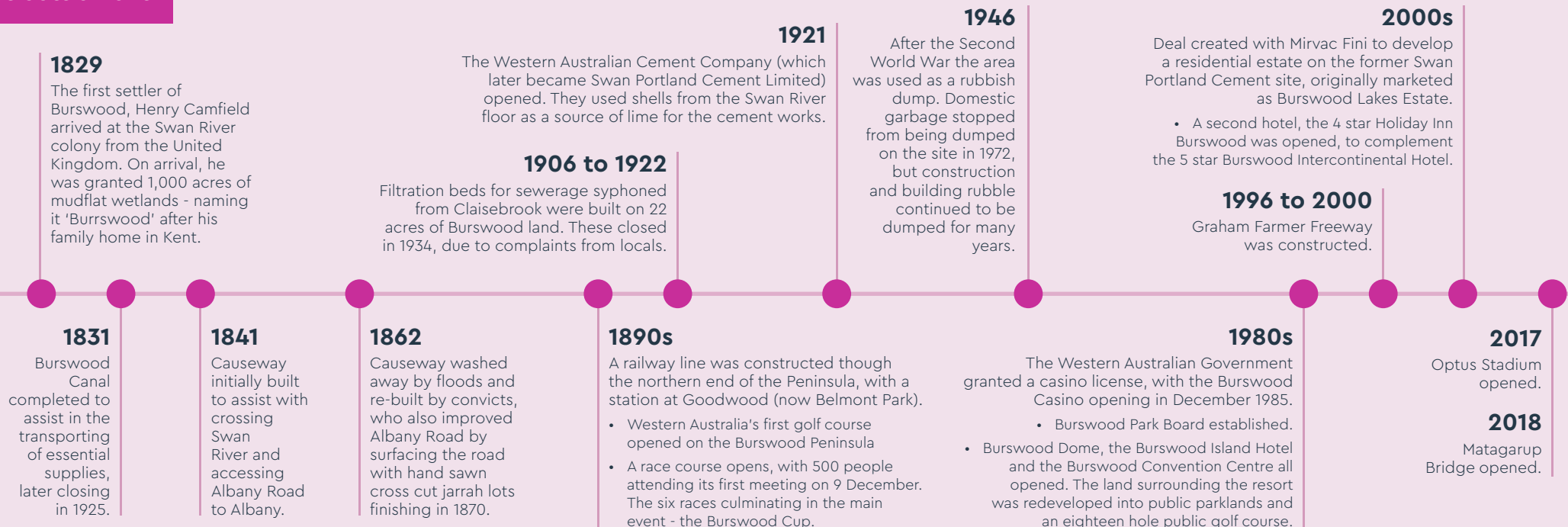
HISTORIC

Pre-Settlement

The Noongar people are the original inhabitants of the south-west of Western Australia, with Whadjuk being the language group for the area now known as the Town of Victoria Park.

The Whadjuk people have a close connection to this country and the Derbarl Yerrigan (Swan River). The provision of fresh water and hunting grounds made the banks of the Derbarl Yerrigan regular camping spots. Matagarup (Heirisson Island) means knee deep and is the place where the river could be crossed safely.

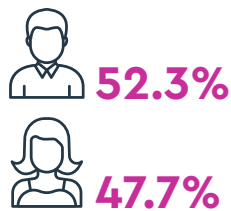
Post-Settlement



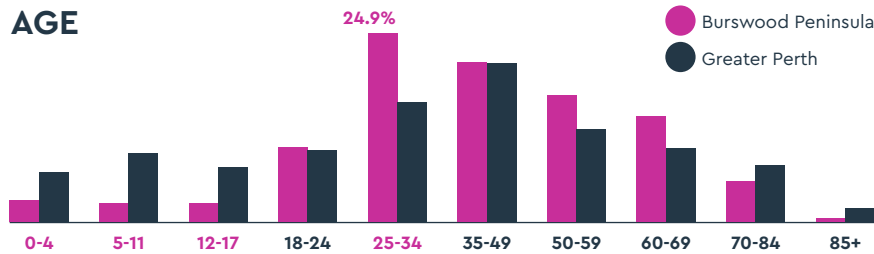
Snapshot

DEMOGRAPHIC

GENDER



AGE



DIPLOMA, ADVANCED DIPLOMA, BACHELOR OR HIGHER DEGREE
43.6% BURSWOOD PENINSULA vs **32.2%** GREATER PERTH

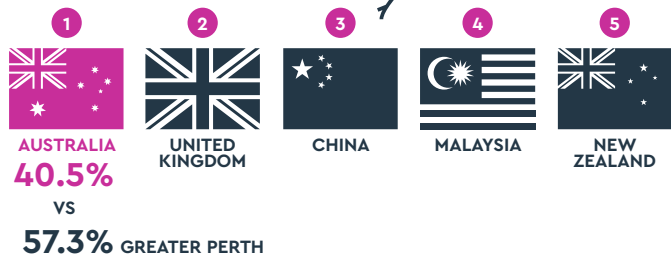
RESIDENTS AGES 15YRS+
94.7% BURSWOOD PENINSULA vs **80.9%** GREATER PERTH

MEDIUM TO HIGH DENSITY DWELLINGS

91.1% BURSWOOD PENINSULA vs **25%** GREATER PERTH vs **48%** TOWN OF VIC PARK

AUSTRALIAN CITIZEN
63.6% BURSWOOD PENINSULA vs **78.3%** GREATER PERTH

TOP 5 COUNTRIES OF BIRTH



LONE HOUSEHOLD
25.5% BURSWOOD PENINSULA vs **21.7%** GREATER PERTH

COUPLES WITH NO CHILDREN
34.6% BURSWOOD PENINSULA vs **25.4%** GREATER PERTH

ECONOMIC

POPULATION FORECAST
▲ 276% BY 2036

EMPLOYED RESIDENTS

95% BURSWOOD PENINSULA vs **91.9%** GREATER PERTH vs **91.4%** TOWN OF VIC PARK

2016 MEDIAN HOUSEHOLD INCOME

\$2,261 BURSWOOD PENINSULA
 SIGNIFICANTLY HIGHER THAN
\$1,636 GREATER PERTH vs **\$1,544** TOWN OF VIC PARK

2019 DEVELOPMENT APPLICATIONS APPROVED

345 TOWN OF VIC PARK vs **16** BURSWOOD PENINSULA

2016 EMPLOYMENT INDUSTRY
 MORE LIKELY TO WORK IN PROFESSIONAL, SCIENTIFIC & TECHNICAL SERVICES



The Burswood Peninsula is home to Crown Perth and Optus Stadium making it Western Australia's primary destination for sports and entertainment. Crown Perth is one of Western Australia's largest employers.

*All data sourced from the Australian Bureau of Statistics, 2016 Census.

Snapshot

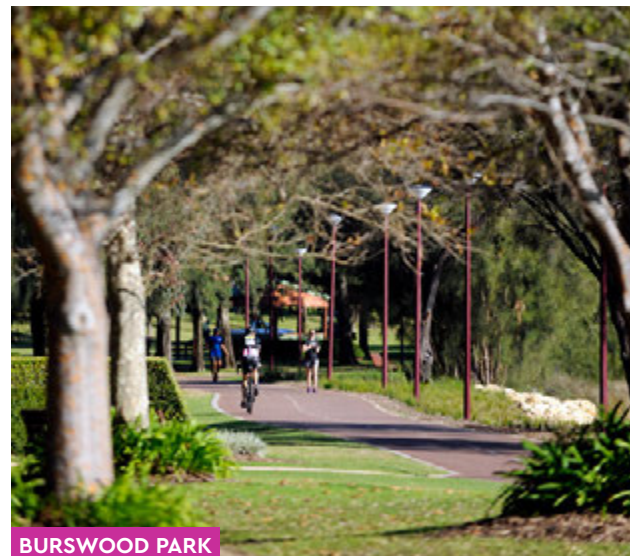
ENVIRONMENT

The Swan-Canning River system is a defining feature of the Town of Victoria Park and shapes the Burswood Peninsula. There are several key stretches of Swan River foreshore across Burswood Peninsula, including Burswood Park, Belmont Park and Balbuk Reserve.



Burswood Park

Burswood Park is a significant passive recreation reserve extending along the Swan River foreshore, managed by the Burswood Park Board. Burswood Park was originally an environmental wasteland that has been transformed into a Class C Reserve with 56 hectares of parks, gardens and heritage trails. It has an array of native fauna and flora, significant waterbird habitats, as well as a number of lakes.



Balbuk Reserve

Balbuk Reserve covers the foreshore area just north of the Goodwood Park boat ramp to Belmont Race Course. It has a narrow foreshore reserve with an exposed river edge, degraded by boat wave wash and uncontrolled pedestrian access.

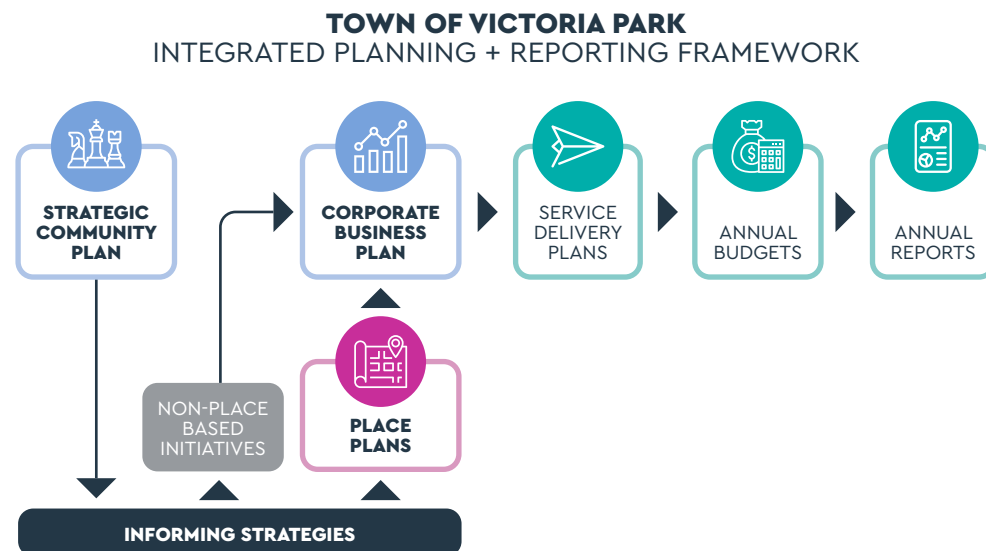
Belmont Park

Belmont Park is a large parcel of land at the tip of the Peninsula, home to the Belmont Racecourse and future development. As it stands, there is no pedestrian connection around the waterfront. Some of the river banks are eroded or collapsing, and there is potential soil contamination from historical land uses and fill.

The Purpose of Place Plans & How They Have Been Created

The Place Plans provide a 'place filter' on the Town's suite of Informing Strategies to create a clear 'work list' for each of the neighbourhoods within the Town.

The Place Plans directly inform the Town's Corporate Business Plan, which is a requirement for all Local Governments. An outline of the role of the Place Plans in the Town's Integrated Planning and Reporting Framework is provided below.



The Place Plans are action plans that clearly demonstrate what is planned to be delivered in each neighbourhood across the entire organisation. This provides a clear, one-stop shop for the community to access critical information about their neighbourhood, while also providing the means for a cross-departmental approach to the delivery of great place outcomes.

The Place Plans organise the range of projects and initiatives identified for each neighbourhood across all of the Town's suite of strategic documents and plans. These projects are cross checked against the direction set in the Town's Strategic Community Plan, other Strategies, current data and best practice to ensure they are relevant. The list of Town Strategies and Plans that have been reviewed are contained in Volume 1 – Town Wide.

Some of the Town's strategies and plans provide high level guidance for the direction and type of work the Town should be undertaking, while others provide very specific place actions.

The Place Plans provide a critical cross-departmental lens on these strategies and plans. Clear, detailed and relevant projects are carried over, while high level strategic statements are, where appropriate, extrapolated into clearer projects. This ensures that the Place Plans contain clear, actionable projects that can be planned, budgeted and delivered.

The level of consultation and community involvement will be delivered as appropriate for each project in accordance with the Town's Policies. Every project is different and the level of community engagement and involvement will be assessed on a project-by-project basis.

Burswood Peninsula Alliance

The Town of Victoria Park jointly commissioned a report from PMY Group which collated common priority areas and issues amongst the key project stakeholders on the Burswood Peninsula, as well as providing a number of recommendations.

The major recommendation from this report was an identified need for the stakeholders to work together and deliver seamless outcomes across the Peninsula instead of interventions in isolation. The Town facilitated a meeting between all project owners on Thursday 30 August 2018 to discuss the final PMY report. There was general agreement at this meeting that the stakeholders should work together and that a Terms of Reference or Charter should be prepared that sets out the parameters for this arrangement.

Two groups were established, one focussing on infrastructure across the Peninsula, and the other operations, including events. These two groups meet monthly to progress projects collaboratively and knowledge share. Updates are passed up to a Steering Committee consisting of executives across the stakeholders involved.



Reading this Document

Each project is explained using the following three step process



**STEP 1
DIAGNOSIS**



**STEP 2
ANALYSIS**



**STEP 3
SOLUTION**



**STEP 4
STRATEGIC
CATEGORY**

Actions might be delineated with one or more of the following icons, demonstrating that the action is linked to or is fulfilling a key strategic focus of the Town.

Covid-19 Strategy

These projects will contribute to the economic recovery of the Town following the Covid-19 pandemic emergency

S Survive **R** Revive **T** Thrive

SOCIAL RECOVERY

- S1** Maintain the social fabric of our community
- R1** Reconnect our local community
- T1** Re-imagining the community

ECONOMIC RECOVERY

- S2** Maintain our local economy
- R2** Reactivate the local economy
- T2** A new and revived local economy

Other categories:



GREENING

This is a project that will contribute to the Town's strong focus on greening and increasing canopy coverage.



**ADVOCACY
REQUIRED**





This project requires advocacy at multiple levels to attract funding and/or support from State or Federal Government.







**CLIMATE CHANGE
ADAPTATION
& MITIGATION**

This project will be a significant contributor to the Town's climate change adaptation and mitigation efforts.





Action 2.01
Schedule of events and campaigns for the Burswood Peninsula

| | |
|---|---|
|  | There are a multiple events and campaigns run by multiple stakeholders on the Burswood Peninsula which can cause confusion. |
|  | Given the number of stakeholders involved with the Burswood Peninsula, the running of events and campaigns can be fragmented. Each stakeholder promotes what they are doing on their own website, which makes it difficult to work out collectively what is happening on the Peninsula. |
|  | Develop and maintain a schedule of events and campaigns for the Burswood Peninsula. |
|  | R1 T1 R2 T2 |





Action 2.02
Promote the Burswood Peninsula to key markets

| | |
|---|---|
|  | The Burswood Peninsula needs to be promoted widely, beyond the Town's residents. |
|  | The Burswood Peninsula is the state's premier entertainment precinct, with millions of a people a year visiting the key attractions. This kind of visitation not only has positive benefits for the Peninsula but can have positive flow on effects for the rest of the Town when it comes to leveraging this visitation. Promoting the key attractions and events occurring on the Peninsula to key intra and interstate and international markets is important to continuing to attract those visitors. |
|  | Promote the Burswood Peninsula to key markets via the Visit Perth website and in collaboration with Tourism WA. |
|  | R2 T2 |






Action 2.03
Burswood Peninsula Alliance

| | |
|---|--|
|  | There is disjointed management of the Burswood Peninsula, increasing the risk of poorly managed projects. |
|  | The Town of Victoria Park jointly commissioned a report from PMY Group which collated common priority areas and issues amongst the key stakeholders on the Burswood Peninsula. The major recommendation from this report was an identified need for the stakeholders to work together to deliver projects across the Peninsula instead of operating independently. |
|  | Manage the Burswood Peninsula Alliance to collaboratively deliver outcomes across the Peninsula. |
|  | R1 T1 R2 T2 |





Action 2.04
Springs Precinct Group Inc. and the Burswood Residents Association

| | |
|---|--|
|  | Residents are wanting to work with the Town to address place based issues and implement positive change. |
|  | A number of residents associations and place based groups have been formed to address issues and deliver positive outcomes on the Burswood Peninsula and surrounding areas. They are wanting to actively work with the Town to deliver this change and get support or guidance on issues that are important to them and their community. |
|  | Work collaboratively with the Springs Precinct Group Inc. and the Burswood Residents Association. |
|  | R1 T1 R2 T2 |

Action 2.05
Detailed design for Stiles Griffiths Reserve

| | |
|---|---|
|  | The current public open space in the Burswood Station East precinct is poorly designed and not fit for future purposes. |
|  | With the future plan for the Burswood Station East precinct to involve high density development, well designed public open spaces are an important component to the success of the area. Stiles Griffiths Reserve is the only park in the precinct and is currently underused, poorly designed and not fit for purpose to accommodate for future development and the future population of the area. |
|  | Prepare a detailed design for Stiles Griffiths Reserve within the Burswood Station East Precinct. the Burswood Station East Precinct. |
|  | T2  |







Action 2.06
Wayfinding Plan for the Burswood Peninsula

| | |
|---|---|
|  | There is little wayfinding on the Peninsula, making it difficult for pedestrians to move efficiently across the precinct. |
|  | Walking is highly encouraged as the mode of travel across the Peninsula, however currently there is little wayfinding signage which directs people to their destination. Not only does this create a sub optimal pedestrian experience, it also creates safety issues, as visitors undertake unsafe behaviour to get to the location they want to be. A priority for the Peninsula is to improve accessibility and foot traffic throughout the Precinct and to prioritise initiatives that enhance the patron experience. To do this, there needs to be a uniformed approach to wayfinding across the Peninsula. |
|  | Prepare a Wayfinding Plan for the Burswood Peninsula. |
|  | R2 T2 |

Action 2.07
Digital innovation and smart technology

| | |
|---|--|
|  | The Burswood Peninsula currently experiences issues with wayfinding and there is very little information around how people use the wider space. |
|  | The long-term vision of the Peninsula is to bring together the key assets and public places within the Precinct to assist with connectivity, wayfinding, community information, business promotion and data collection. Currently there is poor wayfinding on the Peninsula, no way to capture visitation across the broader area, and no way to promote activities and events to visitors once they are on the Peninsula. Smart technology can help capture data to inform decision making, as well as making it easier for people to use and engage with a space. |
|  | Investigate how digital innovation and smart technology can be showcased on the Burswood Peninsula. |
|  | T2  |


Action 2.08
Upgrade Victoria Park Drive


| | |
|---|--|
|  | The lack of footpath between Roger MacKay Drive and Optus Stadium is producing a poor outcome for pedestrians moving to and from the Stadium. |
|  | Public transport and active modes of travel, such as walking, are heavily encouraged on the Peninsula and as such, it is important that pedestrian infrastructure reflects this, including footpaths, greening and wayfinding. Currently there is no footpath on the western side of Victoria Park Drive between Roger MacKay Drive and Optus Stadium, despite pedestrian behaviour showing that people are using that side of the road to move to and from the Stadium. In addition to this there is very little greening on this side of the road, making it an uncomfortable experience for pedestrians. |
|  | Partner with stakeholders to upgrade Victoria Park Drive between Roger MacKay Drive and Optus Stadium. |
|  | S2   |




GOODWOOD PARADE

Action 2.09 Upgrade Roger Mackay Drive


 The lack of landscaping and no barrier between the footpath and road is producing a poor outcome for pedestrians moving across the Peninsula.


 Roger Mackay Drive is a major transport link for buses and cars leaving the Peninsula, but also for pedestrian movement.
Currently the footpath abuts the road and there is no shading, creating a harsh environment for pedestrians that feels unsafe.

 Advocate to stakeholders to upgrade Roger Mackay Drive.


 

Action 2.10 Detailed design for "Urban Avenues" in Burswood Station East

 The current streetscape of the "Urban Avenue" streetscape types in Burswood Station East is poor and not suitable for the current and future needs of the local community.






 As a part of the new planning framework for the Burswood Station East Precinct it has been identified that upgrades to the public realm and local streets are required to create a safe, pleasant public places that suit the needs of the local community. Broad concept designs have been developed for different street types to help shape what the future of the streets and public realm should look like.

The "Urban Avenues" are the main streets within Burswood Station East, including parts of Goodwood Parade, Stiles Avenue and Griffiths Street. There are inconsistencies with the footpath network, parking, lighting and limited greening.






 Prepare a detailed design for the "Urban Avenue" portions of Goodwood Parade, Stiles Avenue and Griffiths Street in accordance with the concept plan in the Burswood Station East Planning Framework.






Action 2.11
Detailed design for the "Live/Work Street" portions of Goodwood Parade

| | |
|---|---|
|  | The current streetscape of Goodwood Parade is poor and not suitable for the current and future needs of the local community. |
|  | As a part of the new planning framework for the Burswood Station East Precinct it has been identified that upgrades to the public realm and local streets are required to create a safe, pleasant public places that suit the needs of the local community. Broad concept designs have been developed for different street types to help shape what the future of the streets and public realm should look like. Goodwood Parade is a key road in Burswood Station East. Goodwood Parade experiences a number of issues with parking, verge plantings, footpaths and a lack of lighting. |
|  | Prepare a detailed design for the "Live/Work Street" portions of Goodwood Parade in accordance with the concept plan in the Burswood Station East Planning Framework. |
|  |  |






Action 2.12
Detailed design for the "Live/Work Street" portion of Stiles Avenue and Riversdale Road

| | |
|---|---|
|  | The current streetscapes of Stiles Avenue and Riversdale Road are poor and not suitable for the current and future needs of the local community. |
|  | As a part of the new planning framework for the Burswood Station East Precinct it has been identified that upgrades to the public realm and local streets are required to create a safe, pleasant public places that suit the needs of the local community. Broad concept designs have been developed for different street types to help shape what the future of the streets and public realm should look like. Riversdale Road connects Burswood Station East to The Springs development in Belmont. The streetscape is currently poor for such a major connector road. Stiles Avenue experiences a number of issues with parking, poor quality footpaths and street lighting. |
|  | Prepare a detailed design for the "Live/Work Street" portion of Stiles Avenue and Riversdale Road in accordance with the concept plan in the Burswood Station East Planning Framework. |
|  |  |

Action 2.13
Detailed design for Vivian Street and Claude Street

| | |
|---|---|
|  | The current streetscapes of Vivian Street and Claude Street are poor and not suitable for the current and future needs of the local community. |
|  | As a part of the new planning framework for the Burswood Station East Precinct it has been identified that upgrades to the public realm and local streets are required to create a safe, pleasant public places that suit the needs of the local community. Broad concept designs have been developed for different street types to help shape what the future of the streets and public realm should look like. Vivian Street and Claude Street experiences a number of issues with parking, poor quality footpaths and a lack of lighting. |
|  | Prepare a detailed design for Vivian Street and Claude Street in accordance with the concept plan in the Burswood Station East Planning Framework. |
|  |  |


Action 2.14
Upgrade of Burswood Station

| | |
|---|---|
|  | Burswood Station is not fit for purpose given the future plans for the surrounding areas and increasing popularity of the Peninsula as a place to develop and visit. |
|  | Burswood Station is the major Station on the Peninsula as it operates every day, as opposed to the Stadium Station which only operates on event days. The Station services residents, visitors and workers in the area, however very little maintenance or upkeep has been done in recent years by the relevant authorities. This has resulted in the Station being run down, not fit for purpose and the perception of the area being unsafe. Public transport is the preferred mode of travel to and from the Peninsula due to the limited extent of the road networks and predicted increased congestion resulting from increased visitation to the area. An upgraded Station is critical for achieving the future vision of the surrounding areas. |
|  | Advocate to State Government for the upgrade of Burswood Station. |
|  |  |




BURSWOOD STATION

Action 2.15
Short range public transport link between Burswood South & Optus Stadium


- 

There is limited public transport connections between Burswood South, Albany Highway and the Burswood Peninsula.


- 

The Burswood Peninsula and Burswood South are separated by Great Eastern Highway, with limited public transport links between the two. Despite Albany Highway being situated close to the Peninsula, there is also limited connectivity, making it difficult to capitalise on the large visitation that the Peninsula receives.

Short range public transport links are required to connect the Stadium, Crown and other major assets on the Peninsula with each other and surrounding areas, including Burswood South and Albany Highway Secondary Centre. More accessible transport will reduce the risk of congestion on the Peninsula and attract more visitors back to businesses along Albany Highway.


- 

Advocate for a short range public transport link between Burswood South and Optus Stadium.


- 

T2

Action 2.16
Perth Stadium Station to transition to a commuter station


- 

There is limited public transport access to support the additional development planned for the Peninsula.


- 

The Burswood Peninsula is going to undergo significant additional development and population growth in the future. In particular, Belmont Park is going to go through massive redevelopment, resulting in high density development occurring. Some of the overarching objectives of the Belmont Park redevelopment include encouraging accessibility to the racetrack, the river foreshore and the river; integrating the new development with Town of Victoria Park, the CBD and the surrounding districts; and creating sustainable communities.

To achieve these objectives and support the principles of Transit Orientated Developments, improved public transport accessibility is required for the Peninsula. Currently the Perth Stadium Station only operates on event days, providing limited public transport options for Belmont Park in the future.

- 

Advocate for Perth Stadium Station to transition to a commuter station.

- 

Action 2.17

Burswood Station West Precinct Plan



Uncertainty around future planning and development in Burswood Station West makes it difficult to cohesively plan the future of the area and surrounding precincts.



Burswood Station West is the area currently used as the Crown carpark, adjacent to the underpass and Burswood Station. With the level of planning and development happening in surrounding areas, including Burswood Station East and the future of the Burswood Station, the planning for Burswood Station West is falling behind which could adversely impact the outcome for the area as a whole. In the past Department of Planning have begun to plan the future of the area however, there has been no progress recently.



Advocate for the preparation of a Burswood Station West Precinct Plan to guide updates to the Local Planning Scheme and Local Policy Framework.



Action 2.18

Preparation of the Burswood Park Masterplan



There is no direction for the future uses of the Burswood Park, despite it being a part of the State's premier entertainment precinct.



Burswood Park is situated on the Burswood Peninsula, and consists of a mix of open green space, picnic areas, playgrounds and lakes. As the Peninsula becomes more activated with more events and visitors, there is a need to provide some strategic direction for the future of the park.

The Town does not own or operate the Park, and as such can only work with the other stakeholders on the Peninsula to provide guidance on how they would like to see the area develop holistically.



Support the preparation of the Burswood Park Masterplan.



Action 2.19

Streetscape improvements to Bolton Avenue



Bolton Avenue streetscape has become degraded.



Bolton Avenue is a major entry way onto the Burswood Peninsula, and the gateway to Crown Perth. The area is severely degraded and in need of improvements, including greater planting.



Support streetscape improvements to Bolton Avenue.



Action 2.20

Advocate for Improvements to Underpasses and Overpasses



Some of the overpasses and underpass leading into the Burswood Peninsula are poorly kept and are not pleasant pedestrian environments.



The Windan Bridge Underpass, Shepperton Road Underpass, Riversdale Road Overpass and Graham Farmer Freeway Overpass require improvement.





Upgrading these underpasses and overpasses would likely encourage greater pedestrian movement. Upgrades should consider improvements to lighting and passive surveillance, installation of public art, wayfinding and greenery.







Investigate and advocate for improvements to the Windan Bridge and Shepperton Road Underpass and Riversdale Road and Graham Farmer Freeway Overpass.







Action 2.21
Principal Shared Path to develop as an 'Environmental and Active Park Street'

| | |
|---|---|
|  | The Principal Shared Path does not provide a comfortable and inviting environment for people. |
|  | The Principal Shared Path that runs through the Burswood Park and Stadium Precinct is the main route for pedestrians and cyclists across the Peninsula. It is heavily used not only on event days at the Stadium, but also during the weekend and weekdays on non-event days. Activation across the Peninsula is only going to continue, with the path becoming more heavily used. Currently there are few trees along the path, resulting in little shade and making it an uncomfortable for the users of the path. |
|  | Advocate to Burswood Parks Board, Venues West and the Department of Transport for the Principal Shared Path to develop as an 'Environmental and Active Park Street'. |
|  | |

Action 2.22
Burswood Lakes Structure Plan

| | |
|---|---|
|  | Incremental modifications have been made to the Burswood Lakes Structure Plan in recent years. |
|  | The recent changes to the Burswood Lakes Structure Plan (increased density and potential for hotel and serviced apartments) were made without a broader look at the Burswood East sub-precinct. As the Peninsula continues to grow and become more activated, it is important that the Structure Plan reflects the current environment. |
|  | Update the Burswood Lakes Structure Plan. |
|  | - |


Action 2.23
Burswood Station East Parking Review









| | |
|---|---|
|  | There are parking issues in the Burswood Station East precinct. |
|  | Currently, there is very little management of parking in Burswood Station East. Given the current planning for the precinct to become a Transit Oriented Development, parking in the area needs to be reviewed. The parking in the area needs to be responsive to current and future demands, given the changes the area will undertake over the coming years. |
|  | Undertake the Burswood Station East Parking Review as part of the updated Parking Management Plan. |
|  | - |








THE CIRCUS PARK

Volume 2 Burswood Peninsula Action List

| KEY ACTION/PROJECT | | RESPONSIBLE TEAM | SUPPORT TEAM | TIMING *all timing to be determined | | | | STRATEGIC ALIGNMENT | CORPORATE BUSINESS PLAN | CATEGORY |
|--------------------|---|---|--|--|-------|-------|-------|---|-------------------------|--|
| | | | | 20/21 | 21/22 | 22/23 | 23/24 | | | |
| 2.01 | Develop and maintain a schedule of events and campaigns for the Burswood Peninsula. | Burswood Peninsula Alliance | Stakeholder Relations Place Planning | Ongoing | | | | Economic Development Strategy, Pathways to Growth 2018-2023 Burswood Peninsula Stadium Precinct Enhancement Strategy 2018 | EC1.1.2 | R1 T1 R2 T2 |
| 2.02 | Promote the Burswood Peninsula to key markets via the Visit Perth website and in collaboration with Tourism WA. | Place Planning | Stakeholder Relations | Ongoing | | | | Economic Development Strategy, Pathways to Growth 2018-2023 | EC1.1.2 | R2 T2 |
| 2.03 | Manage the Burswood Peninsula Alliance to collaboratively deliver outcomes across the Peninsula. | Place Planning | Burswood Peninsula Alliance | Ongoing | | | | Economic Development Strategy, Pathways to Growth 2018-2023 Burswood Peninsula Stadium Precinct Enhancement Strategy 2018 | EC1.1.2 | R1 T1 R2 T2 |
| 2.04 | Work collaboratively with the Springs Precinct Group Inc. and the Burwood Residents Association. | Place Planning Community Development | C-Suite | Ongoing | | | | Community Charter | | R1 T1 R2 T2 |
| 2.05 | Prepare a detailed design Stiles Griffiths Reserve within the Burswood Station East Precinct. | Place Planning | Technical Services Infrastructure Operations | | | | | Burswood Station East Planning Framework | |  |
| 2.06 | Prepare a Wayfinding Plan for the Burswood Peninsula. | Place Planning | Burswood Peninsula Alliance Stakeholder Relations | | | | | Foreshore Management Plan Burswood Peninsula Stadium Precinct Enhancement Strategy 2018 Burswood Station Access Strategy 2019 | | |
| 2.07 | Investigate how digital innovation and smart technology can be showcased on the Burswood Peninsula. | Place Planning | Infrastructure Operations | Ongoing | | | | Economic Development Strategy, Pathways to Growth 2018-2023 Burswood Peninsula Stadium Precinct Enhancement Strategy 2018 | EC1.1.2 | T2 |

| KEY ACTION/PROJECT | | RESPONSIBLE TEAM | SUPPORT TEAM | TIMING *all timing to be determined | | | | STRATEGIC ALIGNMENT | CORPORATE BUSINESS PLAN | CATEGORY |
|--------------------|---|-----------------------------|--|--|-----------|-----------|-----------|---|-------------------------|---|
| | | | | 20/ 21 | 21/ 22 | 22/ 23 | 23/ 24 | | | |
| 2.08 | Partner with stakeholders to upgrade Victoria Park Drive between Roger MacKay Drive and Optus Stadium. | Technical Services | Place Planning Infrastructure Operations | | | | | Burswood Peninsula Alliance identified / Victoria Park Drive Concept Plan | |  |
| 2.09 | Advocate to stakeholders to upgrade Roger Mackay Drive. | Place Planning | Technical Services Infrastructure Operations | | | | | Burswood Peninsula Alliance identified | |  |
| 2.10 | Prepare a detailed design for the "Urban Avenue" portions of Goodwood Parade, Stiles Avenue and Griffiths Street in accordance with the concept plan in the Burswood Station East Planning Framework. | Project Management Office | Technical Services Place Planning | | | | | Burswood Station East Planning Framework | |  |
| 2.11 | Prepare a detailed design for the "Live/Work Street" portions of Goodwood Parade in accordance with the concept plan in the Burswood Station East Planning Framework. | Project Management Office | Technical Services Place Planning | | | | | Burswood Station East Planning Framework | |  |
| 2.12 | Prepare a detailed design for the "Live/Work Street" portion of Stiles Avenue and Riversdale Road in accordance with the concept plan in the Burswood Station East Planning Framework. | Project Management Office | Technical Services Place Planning | | | | | Burswood Station East Planning Framework | |  |
| 2.13 | Prepare a detailed design for Vivian Street and Claude Street in accordance with the concept plan in the Burswood Station East Planning Framework. | Project Management Office | Technical Services Place Planning | | | | | Burswood Station East Planning Framework | |  |
| 2.14 | Advocate to State Government for the upgrade of Burswood Station. | C-Suite | Place Planning | Ongoing | | | | Burswood Peninsula District Structure Plan 2015 Integrated Movement Network Strategy 2013 Public Open Space Strategy 2019 | EN3.1.4 |  |
| 2.15 | Advocate for a short-range public transport link between Burswood South and Optus Stadium. | Burswood Peninsula Alliance | Place Planning C-Suite | Ongoing | | | | Integrated Movement Network Strategy 2013 | EN3.1.4 |  |

| KEY ACTION/PROJECT | | RESPONSIBLE TEAM | SUPPORT TEAM | TIMING *all timing to be determined | | | | STRATEGIC ALIGNMENT | CORPORATE BUSINESS PLAN | CATEGORY |
|--------------------|--|-----------------------------|----------------------------------|--|-----------|-----------|-----------|--|-------------------------|--|
| | | | | 20/ 21 | 21/ 22 | 22/ 23 | 23/ 24 | | | |
| 2.16 | Advocate for Perth Stadium Station to transition to a commuter station. | C-Suite | Place Planning | | | | | Integrated Movement Network Strategy 2013 Belmont Park Stage 1 Place Framework and Strategy 2018 Burswood Peninsula District Structure Plan 2015 | EN3.1.4 |  |
| 2.17 | Advocate for the preparation of a Burswood Station West Precinct Plan to guide updates to the Local Planning Scheme and Local Policy Framework. | C-Suite Place Planning | Property Development and Leasing | Ongoing | | | | Draft Local Planning Strategy 2020 | |  |
| 2.18 | Support the preparation of the Burswood Park Masterplan. | Burswood Parks Board | Place Planning C-Suite | | | | | Burswood Peninsula Alliance identified Public Open Space Strategy 2019 | |  |
| 2.19 | Support streetscape improvements to Bolton Avenue. | Technical Services | Place Planning | | | | | Nil | |  |
| 2.20 | Investigate and advocate for improvements to the Windan Bridge and Shepperton Road Underpass and Riversdale Road and Graham Farmer Freeway Overpass. | Technical Services | Place Planning | | | | | Public Open Space Strategy 2019 | | |
| 2.21 | Advocate to Burswood Parks Board, Venues West and the Department of Transport for the Principal Shared Path to develop as an 'Environmental and Active Park Street'. | Burswood Peninsula Alliance | Place Planning | | | | | Public Open Space Strategy 2019 | |  |
| 2.22 | Update the Burswood Lakes Structure Plan. | Urban Planning | | | | | | Corporate Business Plan | EN1.1.6 EN1.1.7 | |
| 2.23 | Undertake the Burswood Station East Parking Review as part of the updated Parking Management Plan. | Parking | Technical Services | | | | | Corporate Business Plan | EC2.3.5 | |



BURSWOOD SOUTH PLACE PLAN

An Introduction to the Burswood South

Situated at the eastern gateway to the Perth central business district, Burswood South is home to numerous businesses and homes that enjoy convenient access to the attractions of the city, Burswood Peninsula and Victoria Park.

With an attractive parkland setting and its outstanding proximity to the city, Perth Airport and road and public transport connections, the area is set to transform into a vibrant centre for business, entertainment and inner city living.



Snapshot

HISTORIC

Pre-Settlement

The Noongar people are the original inhabitants of the south-west of Western Australia, with Whadjuk being the language group for the area now known as the Town of Victoria Park.

The Whadjuk people have a close connection to this country and the Derbarl Yerrigan (Swan River). The provision of fresh water and hunting grounds made the banks of the Derbarl Yerrigan regular camping spots. Matagarup (Heirisson Island) means knee deep and is the place where the river could be crossed safely.

Post-Settlement

1841

Causeway built to assist with crossing Swan River and accessing Albany Road to Albany



1889

Perth to Armadale railway line opens



1979

GO Edwards Park opens following construction of Great Eastern Highway



1862

Causeway washed away by floods and re-built by convicts, who also improved Albany Road by surfacing the road with hand sawn cross-cut jarrah lots finishing in 1870



1892/1907

Victoria Park "A" Estate develops



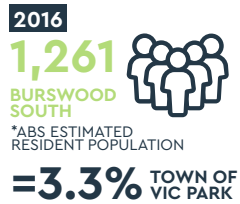
2019

GO Edwards Park is upgraded

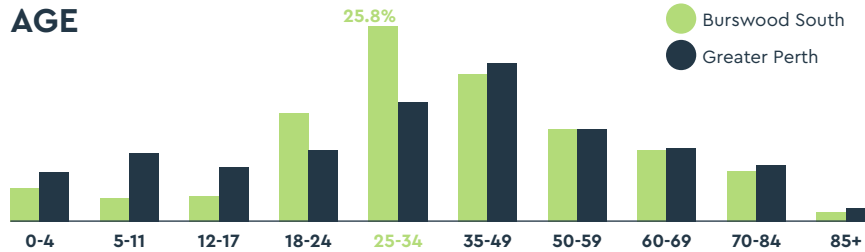
Snapshot

DEMOGRAPHIC

POPULATION



AGE



BACHELOR OR HIGHER DEGREE



LANGUAGES OTHER THAN ENGLISH



CAR OWNERSHIP DON'T OWN A CAR



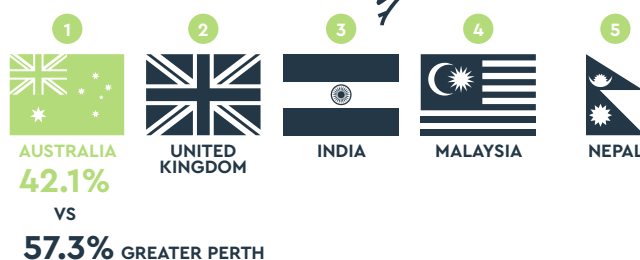
AUSTRALIAN CITIZEN



LONE HOUSEHOLD

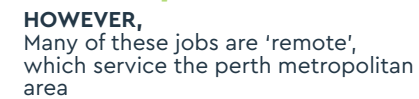


TOP 5 COUNTRIES OF BIRTH



ECONOMIC

2016 EMPLOYMENT



BURSWOOD SOUTH COMMON INDUSTRIES

RETAIL TRADE, FOOD SERVICES, ACCOMMODATION, PROFESSIONAL, SCIENTIFIC & TECHNICAL SERVICES

INCOME



2009 CAUSEWAY PRECINCT REVIEW (TOWN OF VICTORIA PARK) IDENTIFIED POTENTIAL FOR BURSWOOD SOUTH



2015-2017 STATE GOVERNMENT'S SURVEY OF LAND USE AND EMPLOYMENT IDENTIFIED



at the full build out of development under the Town's current Planning Scheme.

supporting a mix of business activity including professional and support services, social and community services, some retailing and service industry (motor vehicles).

*All data sourced from the Australian Bureau of Statistics, 2016 Census.

Snapshot

ENVIRONMENT

Burswood South is bound by Great Eastern Highway, Harper Street and the railway line. Located just inland from the Swan River, Burswood South moves from residential land use in the south, commercial uses located centrally, through to parklands in the north.

Burswood South has an average coverage of tree canopy along residential streets, and very poor coverage in the commercial areas. The jewels in the crown are the GO Edwards and Charles Paterson parks which provide opportunities for walking, cycling, playing, connecting with nature, barbequing, picnicking and holding celebrations in the gazebo overlooking the ornamental lake. GO Edwards is also home to the Heritage Circle; a public artwork that celebrates the Town's unique Indigenous and settlement history.

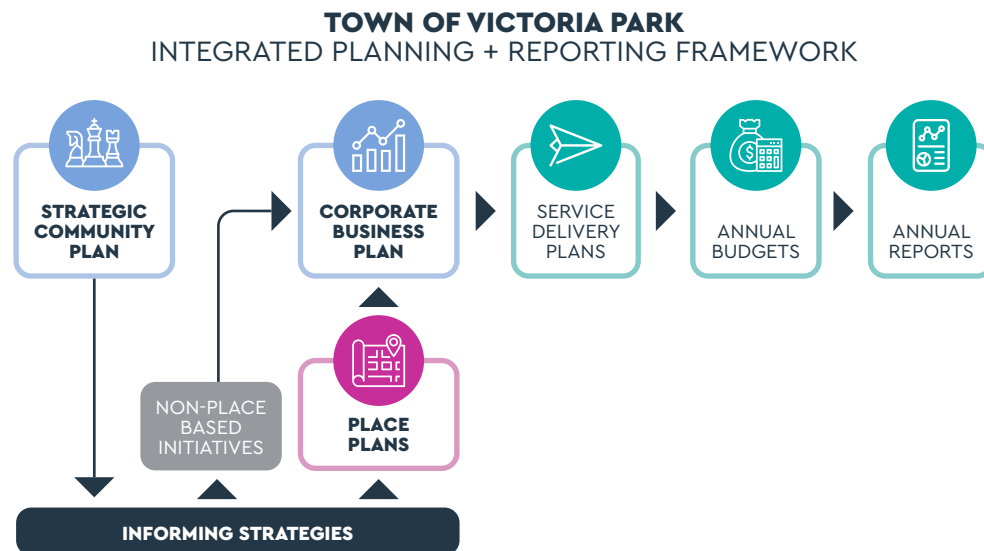


GO EDWARDS PARK

The Purpose of Place Plans & How They Have Been Created

The Place Plans provide a 'place filter' on the Town's suite of Informing Strategies to create a clear 'work list' for each of the neighbourhoods within the Town.

The Place Plans directly inform the Town's Corporate Business Plan, which is a requirement for all Local Governments. An outline of the role of the Place Plans in the Town's Integrated Planning and Reporting Framework is provided below.



The Place Plans are action plans that clearly demonstrate what is planned to be delivered in each neighbourhood across the entire organisation. This provides a clear, one-stop shop for the community to access critical information about their neighbourhood, while also providing the means for a cross-departmental approach to the delivery of great place outcomes.

The Place Plans organise the range of projects and initiatives identified for each neighbourhood across all of the Town's suite of strategic documents and plans. These projects are cross checked against the direction set in the Town's Strategic Community Plan, other Strategies, current data and best practice to ensure they are relevant. The list of Town Strategies and Plans that have been reviewed are contained in Volume 1 – Town Wide.

Some of the Town's strategies and plans provide high level guidance for the direction and type of work the Town should be undertaking, while others provide very specific place actions.

The Place Plans provide a critical cross-departmental lens on these strategies and plans. Clear, detailed and relevant projects are carried over, while high level strategic statements are, where appropriate, extrapolated into clearer projects. This ensures that the Place Plans contain clear, actionable projects that can be planned, budgeted and delivered.

The level of consultation and community involvement will be delivered as appropriate for each project in accordance with the Town's Policies. Every project is different and the level of community engagement and involvement will be assessed on a project-by-project basis.

Reading this Document

Each project is explained using the following three step process



STEP 1 DIAGNOSIS



STEP 2 ANALYSIS



STEP 3 SOLUTION



STEP 4 STRATEGIC CATEGORY

Actions might be delineated with one or more of the following icons, demonstrating that the action is linked to or is fulfilling a key strategic focus of the Town.

Covid-19 Strategy

These projects will contribute to the economic recovery of the Town following the Covid-19 pandemic emergency

S Survive **R** Revive **T** Thrive

SOCIAL RECOVERY

- S1** Maintain the social fabric of our community
- R1** Reconnect our local community
- T1** Re-imagining the community

ECONOMIC RECOVERY

- S2** Maintain our local economy
- R2** Reactivate the local economy
- T2** A new and revived local economy

Other categories:



GREENING

This is a project that will contribute to the Town's strong focus on greening and increasing canopy coverage.



ADVOCACY REQUIRED

This project requires advocacy at multiple levels to attract funding and/or support from State or Federal Government.



CLIMATE CHANGE ADAPTATION & MITIGATION

This project will be a significant contributor to the Town's climate change adaptation and mitigation efforts.



FIRST STAGE UPGRADE TO GO EDWARDS PARK



RIGHT OF WAY ADJACENT TO GO EDWARDS PARK DUE FOR IMPROVEMENT

Action 3.01 Burswood South Place Group



Giving community (residents, landowners, businesses) power to improve the way their place functions and feels, helps people and place prosper, making happier and healthier communities.



Place Groups (or sometimes called Town Teams) are collectives of local residents, businesses and others who come together to identify and plan many small improvements and changes to their place over time. They can develop their own plan of action and apply for grant funding from the Town and other bodies. They can raise funds to spend on their place. They can develop a place-based branding and marketing campaign, address community safety or greening and public art.



Facilitate the creation of a Burswood South Place Group.



R1 T1 R2 T2

Action 3.02 Complete GO Edwards Park Upgrade



GO Edwards is an important local place for residents and workers of Burswood South, and a major landmark and attraction for the Town as a whole.



Stages 4 and 5 of the GO Edwards Master Plan cover the majority of the park and will be constructed in 2020-21. The improvements and renovations will include improved pathways with better lighting, picnic shelter (including accessible spaces for mobility impaired), more trees, improved drainage and exercise stations.

This work will also include upgrade to the laneway (Right of Way) at the rear of properties on Burswood Road including additional car parking areas and a better connection to the park.



Complete the GO Edwards Park Master Plan and Laneway (ROW 59) upgrade.



R1 T2



BURSWOOD AND TEDDINGTON ROADS HAVE THE POTENTIAL TO BE A SIGNIFICANT HIGH STREET IN THE TOWN, BUT THEY CURRENTLY FUNCTION MOSTLY AS A THRU-TRAFFIC ROUTE

Action 3.03

Streetscape Plan For Burswood and Teddington Roads



Burswood and Teddington Roads have the potential to form a major 'business' high street in the Town, but currently function mostly as a thru-traffic route. The poor-quality environment, parking and traffic access issues from side streets, hinders the attraction of investment in the redevelopment of Burswood South and needs addressing.



There is a need to rejuvenate this important streetscape to attract investment in redevelopment and attract more people to Burswood South as customers and residents. The Streetscape Improvement Plan will address undergrounding power, greening and shading, creating people-friendly footpaths and spaces, parking, vehicle access from side streets and people access through to GO Edwards park. The Plan will create a better identity for Burswood South and a better place for business and people, while managing thru traffic. The Plan will align with the Local Area Traffic Management Plan being prepared for the wider area to address rat-running and access to Burswood Road.



Prepare and implement a Streetscape Improvement Plan for Teddington and Burswood Roads.



R1 R2 T2 

Action 3.04

Underground Power in Burswood South



Overhead powerlines reduce the value of streetscapes and properties in Burswood South and undergrounding will support redevelopment of the area.



The Town will plan and advocate for funding to underground powerlines. The benefits are enhanced streetscapes, improved amenity along the street to attract investment in office and apartment redevelopment, more space for trees and greening, improved power supply reliability and upgrades to street lighting for better safety and security.



Plan and advocate for underground power in Burswood South.



T2  

Action 3.05

Improve the Shepperton and Teddington Road Intersection

| | |
|--|--|
| | Back-up of vehicles during peak hour from Shepperton Road into Teddington Road stalls the flow of traffic along Shepperton Road. |
| | Shepperton Road is a major road managed by Main Roads WA. The Town will advocate for Main Roads to address the need to better manage vehicles turning into Teddington Road during peak hour. |
| | Advocate for Main Roads WA to improve the Shepperton Road/Teddington Road intersection. |
| | |

Action 3.06

Investigate Use of Buildings at GO Edwards

| | |
|--|--|
| | The former gatehouse and toilet block at GO Edwards park present an opportunity for use and activation that could bring extra people into the park and add to their visitor experience. |
| | The renovation of GO Edwards park is almost complete, with a new nature playground, picnic area and renovated lake-side areas, attracting many more people to the site. There is an opportunity to re-use the former gatehouse and toilet block for complementary activities that attract more people to the park and make the most of under-utilised buildings. |
| | Investigate options for use and activation of the former gatehouse and toilet block at GO Edwards Park. |
| | |

Action 3.07

Investigate development potential at 176-178 Burswood Road

| | |
|--|--|
| | The Town's Land Asset Optimisation Strategy (LAOS) has identified this land as a priority for sale and/or redevelopment to generate revenue for the Town and act as a catalyst for redevelopment in Burswood South. |
| | The Town owns 178/176A/176B Burswood Road and has entered into an agreement with the landowner of 176 Burswood Road to investigate options for redevelopment. The size and location of the land on Great Eastern Highway and adjacent to Crown Perth, presents a significant opportunity to develop an iconic 'gateway' building that may act as a catalyst for the regeneration of Burswood South as well as the Burswood Station precinct on the Burswood Peninsula. |
| | Investigate the potential for development of 176-178 Burswood Road (corner Kitchener Rd) Burswood. |
| | |

Action 3.08

Investigate and improve the Great Eastern Highway/Canning Bridge Underpass

| | |
|--|---|
| | The Public Open Space Strategy recommends improving all major access routes to public open space to increase access to recreation and leisure opportunities. |
| | The Great Eastern Highway/Canning Bridge underpass, along Shepperton Road near the Causeway bus station, is under the control of Main Roads WA and the Town will investigate any specific issues with access to the Swan River foreshore and advocate for improvements. |
| | Investigate and advocate for improvements to the Great Eastern Highway/Canning Bridge Underpass. |
| | |

Action 3.09

Investigate development potential at 31 Rushton St (former Croquet Club)



The Town's Land Asset Optimisation Strategy (LAOS) has identified this land as a priority for sale and/or redevelopment to generate revenue for the Town and act as a catalyst for redevelopment within Burswood South.



31 Rushton Street provides a major opportunity for the Town to maximise the development potential of the site, to demonstrate high quality development, and catalyse the regeneration of this end of the Burswood South place.



Investigate the future of 31 Rushton St (former Victoria Park Croquet Club)



Volume 3 Burswood South Action List

| KEY ACTION/PROJECT | | RESPONSIBLE TEAM | SUPPORT TEAM | TIMING *all timing to be determined | | | | STRATEGIC ALIGNMENT | CORPORATE BUSINESS PLAN | CATEGORY |
|--------------------|--|----------------------------------|--|--|-------|-------|-------|--|-------------------------|----------------|
| | | | | 20/21 | 21/22 | 22/23 | 23/24 | | | |
| 3.01 | Facilitate the creation of a Burswood South Place Group. | Place Planning | Community Development | Ongoing | | | | Nil | | R1 T1 R2 T2 |
| 3.02 | Complete the GO Edwards Park Master Plan and Laneway (ROW 59) upgrade. | Infrastructure Operations | Technical Services | | | | | Public Open Space Strategy 2019 Corporate Business Plan | EN6.1.7 | R1 T2 |
| 3.03 | Prepare and implement a Streetscape Improvement Plan for Teddington and Burswood Roads. | Place Planning | Project Management Office Infrastructure Operations Technical Services | | | | | Causeway Precinct Plan 2009 | | R1 R2 T2 |
| 3.04 | Plan and advocate for undergrounding power in the Burswood South. | Technical Services | | | | | | Causeway Precinct Plan 2009 | | T2 |
| 3.05 | Advocate for Main Roads WA to improve the Shepperton Road/Teddington Road intersection. | Technical Services | Place Planning | | | | | Integrated Movement Network Strategy 2013 | | |
| 3.06 | Investigate options for use and activation of the former gate house and toilet block at GO Edwards Park. | Place Planning | Infrastructure Operations Property Development and Leasing | | | | | Nil | | T1 |
| 3.07 | Investigate the potential for development of 176-178 Burswood Road (corner Kitchener Rd) Burswood. | Property Development and Leasing | Place Planning Urban Planning | Ongoing | | | | Land Asset Optimisation Strategy 2013 | | R2 T2 |
| 3.08 | Investigate and advocate for improvements to the Great Eastern Highway/Canning Bridge Underpass. | Technical Services | Place Planning | | | | | Public Open Space Strategy 2019 | | R1 |
| 3.09 | Investigate the future of 31 Rushton St (former Victoria Park Croquet Club). | Property Development and Leasing | Place Planning Urban Planning | Ongoing | | | | Land Asset Optimisation Strategy 2013 | | R2 T2 |



**VOLUME
4**

**LATHLAIN
PLACE PLAN**

An Introduction to Lathlain

Lathlain is a well-established residential area bounded by Great Eastern Highway, Orrong Road, Roberts Road and the Perth-Armadale railway. It has wide, tree-lined streets and attractive parks, including JA Lee Reserve and Rayment Park. Lathlain Park, which since 1959 has been home to Western Australian Football League club and the Perth Demons, is the headquarters for the West Coast Eagles. Adjacent to Lathlain Park is Lathlain Place, which is a small commercial centre and a focal point for various civic uses.

Serviced by the Victoria Park and Burswood train stations, Lathlain has excellent access to the city and is close to the attractions of the Burswood Peninsula and amenities along Albany Highway.



Snapshot

HISTORIC

Pre-Settlement

The Noongar people are the original inhabitants of the south-west of Western Australia, with Whadjuk being the language group for the area now known as the Town of Victoria Park. The Whadjuk people have a close connection to this country and the Derbarl Yerrigan (Swan River). The provision of fresh water and hunting grounds made the banks of the Derbarl Yerrigan regular camping spots.

Post-Settlement

1829

The first settler of Burswood, Henry Camfield arrived at the Swan River colony from the United Kingdom. On arrival, he purchased Swan Location 35, which included parts of present day Rivervale, Lathlain and Carlisle.

1892 - 1907

Victoria Park "A" Estate started around Burswood Road and grew eastwards

1920s - 1940s

The remainder of the suburb (including the area around Gallipoli Street) was constructed from the 1920s through to the 1940s.

1956

Lathlain Primary School (heritage listed)

1959

Lathlain Park developed and Perth Football Club moved in (heritage listed)

1959

Lathlain Railway Station opens (now demolished)

1981

parts of Victoria Park and Rivervale were re-named Lathlain after Lathlain Park Oval, which was in turn named after Sir William Lathlain.



1889

the Perth to Pinjarra railway line was constructed, separating Lathlain.



1961

The population of Lathlain grew from 426 (1947) to 3,536 (1961)



1972

Lathlain Park Nursing Home opens (now demolished)

2019

Lathlain Oval opened as new home of the West Coast Eagles

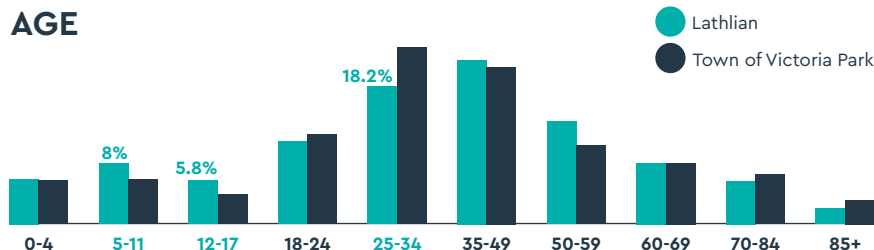
Snapshot

DEMOGRAPHIC

POPULATION



AGE



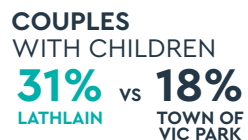
POPULATION FORECAST

+429 BY 2036

LANGUAGES OTHER THAN ENGLISH



MEDIAN AGE



TOP 5 COUNTRIES OF BIRTH



ECONOMIC



TOP 3 INDUSTRIES



*All data sourced from the Australian Bureau of Statistics, 2016 Census.

Snapshot

ENVIRONMENT

Lathlain is fully urbanised area that is mostly residential in character, with some commercial sites. These uses are situated along the ridgeline that runs through Lathlain, being some of the highest points in the Town. There is little to no remnant vegetation remaining, with the possible exception of a few original trees. The low density residential development, size of parks, and wide streetscapes provides an opportunity for Lathlain to improve on the extent of quality green infrastructure and biodiversity over time.



The Purpose of Place Plans & How They Have Been Created

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DIAGNOSIS**



**STEP 2
ANALYSIS**



**STEP 3
SOLUTION**



**STEP 4
STRATEGIC
CATEGORY**

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These projects will contribute to the economic recovery of the Town following the Covid-19 pandemic emergency

S Survive **R** Revive **T** Thrive

SOCIAL RECOVERY

- S1** Maintain the social fabric of our community
- R1** Reconnect our local community
- T1** Re-imagining the community

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- S2** Maintain our local economy
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GREENING

This is a project that will contribute to the Town's strong focus on greening and increasing canopy coverage.



**ADVOCACY
REQUIRED**

This project requires advocacy at multiple levels to attract funding and/or support from State or Federal Government.



**CLIMATE CHANGE
ADAPTATION
& MITIGATION**

This project will be a significant contributor to the Town's climate change adaptation and mitigation efforts.



AN OPPORTUNITY EXISTS TO DEVELOP A MULTI-PURPOSE COMMUNITY FACILITY IN ZONE 1 (PERTH FOOTBALL CLUB) AT LATHLAIN OVAL'

Action 4.01

Lathlain Place Group

| | |
|--|--|
| | Giving community (residents, landowners, businesses) power to improve the way their place functions and feels, helps people and place prosper, making happier and healthier communities. |
| | Place Groups (or sometimes called Town Teams) are collectives of local residents, businesses and others who come together to identify and plan many small improvements and changes to their place over time. They can develop their own plan of action and apply for grant funding from the Town and other bodies. They can raise funds to spend on their place. |
| | Facilitate the creation of a Lathlain Place Group. |
| | R1 T1 R2 T2 |

Action 4.02

Multi-Purpose Community Facility

| | |
|--|--|
| | An opportunity exists to develop a multi-purpose community facility in Zone 1 (Perth Football Club) at Lathlain Oval. |
| | Facilities at the Perth Football Club are at the end of their life. The Federal government has committed \$4 million of the total \$15 million required for football facilities and a multi-purpose community facility. The Town is working to identify and secure the remaining funding. Once secured, community engagement and needs assessment will inform the facility design. The facility will cater for people in Lathlain, Carlisle, South Burswood and nearby parts of Victoria Park. |
| | Develop a plan and then complete the redevelopment of Zone 1 including a multi-purpose community facility, in collaboration with the Perth Football Club. |
| | T1 |

IMPROVEMENTS TO THE PUBLIC REALM IN THE GALLIPOLI ST LOCAL CENTRE ARE REQUIRED



Action 4.03 Rejuvenate the Gallipoli Street Shopping Area

- 


The Gallipoli Street shopping area needs improvement and a community vision to guide change.
- 


The shops on Gallipoli Street form a local community asset, a place for residents to bump into each other and for businesses to thrive. Footpaths, shopfronts and the drainage sump could all benefit from rejuvenation. The vacant shop needs leasing and the space at the side of the building might be suitable for business or community activity. Making the place more attractive will increase custom and provide more opportunity for casual community engagement.
- 

Work with the community to develop a vision for the Gallipoli Street and future actions to achieve the vision.
- 


R1 **R2** 


Action 4.04 Safe Active Streets (part of Gallipoli And Streatley Streets) including stormwater re-design


- 

Key roads require re-design for exceptional safety to encourage greater everyday walking and cycling by children and adults alike.
- 

Safe Active Streets (also known as a Bike Boulevards) are specially designed and constructed streets to create safer routes for pedestrians and cyclists to connect to local facilities and places, as well as the regional bike network. The design of each Safe Active Street will vary, but they typically include single-lane slow points, bike and pedestrian crossings and islands, narrower vehicle lanes, additional trees for shade, and reduced 30 km / h speed limits.

The re-design of the road as a Safe Active Street also provides an opportunity to re-design the stormwater system along Gallipoli Street to include infiltration swales and possible re-use of drainage sumps.
- 








Investigate implementation of Safe Active Street along Streatley Street (Gallipoli St to Great Eastern Highway) and Gallipoli Street including re-design of stormwater and repurposing of sumps.
- 

R1 






Action 4.05
Finalise the Bishopsgate Street Streetscape Improvements

| | |
|---|--|
|  | The Bishopsgate Street streetscape upgrade and improvements that were started in 2016 as part of the Lathlain Oval redevelopment plan, require completion. |
|  | Bishopsgate Street forms an important pedestrian link from the Victoria Park station to Lathlain Oval as well as part of the broader pedestrian and cycle path network around Lathlain and Carlisle. It will also form an important connection to the wider city via the future Rutland Avenue regional path. The Public Open Space Strategy also recommends developing Bishopsgate Street as an Active Park Street to encourage more walking and cycling activity between places and within neighbourhoods. The final works will involve greening with the aim of significantly improving the canopy coverage along the footpath to encourage greater pedestrian activity. |
|  | Complete the Lathlain Oval redevelopment plans for streetscape improvements to Bishopsgate Street from Victoria Park Train Station to Roberts Road (Lathlain Oval). |
|  |   |






Action 4.06
Rutland Avenue Regional Path

| | |
|---|--|
|  | There is a missing link in the regional path network along Rutland Avenue. |
|  | Filling in the missing regional path link will improve safety and convenience for cyclists and walkers and encourage more cycling and walking and less car use. Sustainable transport is healthier for people and for the planet. The new path will have space to plant trees between the path and the railway reserve. This will provide continuous shade and habitat and encourage use of the path. (Note – the technical term for the 'regional' path a "Principal Shared Path"). |
|  | Plan the Principal Shared Path (PSP) and improvements to cycling and walking environment on Rutland Avenue. |
|  |    |

Action 4.07
Review the Traffic Management Plan (TMP)

| | |
|---|--|
|  | Traffic speeds and vehicle distribution needs to be better managed to make streets safe for all users – walkers, cyclists and drivers. |
|  | The aims of the "Local Area Traffic Management Plan for Lathlain" (called the TMP) is to improve road safety and promote pedestrian/cyclist activity. The design of roads in Lathlain do not encourage drivers to keep to the 50 km per hour speed limit. Following installation of treatments in Stage 1, some residents raised concerns relating to visual pollution, noise pollution and loss of on-street car bays. They requested the Town evaluate the treatment effectiveness. On 9 October 2018, the Council resolved to suspend the TMP project and "conduct further community consultation to assess the appropriateness of the traffic treatments, both completed and planned ...". Evaluation of treatments is occurring and the community will be consulted on Stage 2 options. |
|  | Evaluate the Lathlain Traffic Management Plan, consult with the community on the results and review treatments for Stage 2. |
|  |  |

Action 4.08
Advocate to Improve Orrong-Roberts Roads Intersection

| | |
|---|---|
|  | There is a high number of vehicle crashes at the intersection of Orrong Road and Roberts Roads. |
|  | The volume of traffic and design of the intersection is not ideal and results in an unacceptable number of vehicle crashes. Main Roads WA are responsible for Orrong Road and this intersection, and the Town is liaising with them to look at solutions to improve safety. |
|  | Advocate for the improvement of the Orrong Road and Roberts Road intersection. |
|  |  |



Action 4.09

Update Lathlain Oval Management Plan



The Lathlain Park Management Plan (WAPC 2017) is due for review in 2022.



The Lathlain Park Management Plan was prepared to guide the planning and development of the Lathlain Oval redevelopment and was required under the Metropolitan Region Scheme (MRS) Act given the facility is zoned 'Parks and Recreation' under the MRS. The Plan has a 5 year review period, and should be updated to reflect the extent of development that has occurred, and guidance for funding and developing the final stage at Zone 1 (Perth Football Club and multi-purpose community facility) and actions/responsibilities for monitoring activity impacts (eg. vehicle parking, public transport usage etc).



Review and update the Lathlain Park Management Plan.



T1

Action 4.10

Orrong Road Upgrade



The State Government are planning a major upgrade to Orrong Road to improve regional traffic. The upgrade is likely to impact traffic conditions in Lathlain.



The Orrong Road is under the control of Main Roads WA who have conducted a planning study and design to upgrade the road between Great Eastern Highway and Leach Highway. MRWA's preferred option is considered a 'duck and dive' that would significantly enhance the capacity and efficiency of the route. However, the option would also impact the Town's local transport network and local amenity in some areas. The Town will partner with the State Government to work through the options for a potential upgrade to ensure the best option is achieved for the local community.






Partner with State Authorities on a potential upgrade to Orrong Road and assess the impact any future design might have on the adjacent community.



Volume 4 Lathlian Action List

| KEY ACTION/PROJECT | RESPONSIBLE TEAM | SUPPORT TEAM | TIMING *all timing to be determined | | | | STRATEGIC ALIGNMENT | CORPORATE BUSINESS PLAN | CATEGORY | |
|--------------------|---|---|---|---------|-------|-------|---------------------|--|----------|----------------|
| | | | 20/21 | 21/22 | 22/23 | 23/24 | | | | |
| 4.01 | Facilitate the creation of a Lathlain Place Group. | Place Planning | Community Development | Ongoing | | | | Nil | | R1 T1 R2 T2 |
| 4.02 | Develop a plan and then complete the redevelopment of Zone 1 including a multi-purpose community facility, in collaboration with the Perth Football Club. | Project Management Office | Technical Services | | | | | Lathlain Park Management Plan 2016 | | T1 |
| 4.03 | Work with the community to develop a vision for the Gallipoli Street shopping area and future actions to achieve the vision. | Place Planning | Technical Services | | | | | Nil | | R1 R2 |
| 4.04 | Investigate implementation of Safe Active Street along Streatley Street (Gallipoli St to Great Eastern Highway) and Gallipoli Street including stormwater re-design and repurposing of sumps. | Place Planning Department of Transport Technical Services | Infrastructure Operations Place Planning | | | | | City of South Perth and Town of Victoria Park Joint Bicycle Plan 2018 Burswood Station Access Strategy 2019 | | R1 |
| 4.05 | Complete the Lathlain Redevelopment streetscape improvements to Bishopsgate Street from Victoria Park Train Station to Roberts Road (Lathlain Oval). | Technical Services | Infrastructure Operations | | | | | Lathlain Park Management Plan 2016 Public Open Space Strategy 2019 | | R1 |
| 4.06 | Plan the Principal Shared Path (PSP) and improvements to cycling and walking environment on Rutland Avenue. | Technical Services | Place Planning Infrastructure Operations | | | | | City of South Perth and Town of Victoria Park Joint Bicycle Plan 2018 Integrated Movement Network Strategy 2013 | EN3.1.2 | R1 |
| 4.07 | Evaluate the Lathlain Traffic Management Plan, consult with the community on the results and review treatments for Stage 2. | Technical Services, Place Planning | Infrastructure Operations | | | | | Integrated Movement Network Strategy 2013 | EN3.1.3 | R1 |

| KEY ACTION/PROJECT | | RESPONSIBLE TEAM | SUPPORT TEAM | TIMING *all timing to be determined | | | | STRATEGIC ALIGNMENT | CORPORATE BUSINESS PLAN | CATEGORY |
|--------------------|--|--------------------|--|--|-------|-------|-------|---|---|---|
| | | | | 20/21 | 21/22 | 22/23 | 23/24 | | | |
| 4.08 | Advocate for the improvement of the Orrong Road and Roberts Road intersection. | Technical Services | Infrastructure Operations | Ongoing | | | | Integrated Movement Network Strategy 2013 | |  |
| 4.09 | Review and update the Lathlain Park Management Plan | Urban Planning | Place Planning | | | | | |  | |
| 4.10 | Partner with State Authorities on a potential upgrade to Orrong Road and assess the impact any future design might have on the adjacent community. | Technical Services | Place Planning Main Roads Western Australia C-Suite | Ongoing | | | | Integrated Movement Network Strategy 2013 | |  |



VOLUME
5

CARLISLE
PLACE PLAN

An Introduction to Carlisle

Carlisle is a primarily residential area focused around a vibrant local centre on Archer Street. The neighbourhood offers a great lifestyle with a range of housing choices, well-connected to the Perth CBD and beyond by two train stations, and numerous great food and lifestyle hotspots on its doorstep.

There are plenty of great places to walk to, including green spaces such as Fletcher Park and the new Zone 2X. There is a strong-knit Carlisle community helping build the area from strength to strength.



Snapshot

HISTORIC

Pre-Settlement

The Noongar people are the original inhabitants of the south-west of Western Australia, with Whadjuk being the language group for the area now known as the Town of Victoria Park. The Whadjuk people have a close connection to this country and the Derbarl Yerrigan (Swan River). The provision of fresh water and hunting grounds made the banks of the Derbarl Yerrigan regular camping spots.

Post-Settlement

1829

The first settler of Burswood, Henry Camfield arrived at the Swan River colony from the United Kingdom. On arrival, he purchased Swan Location 35, which included parts of present day Rivervale, Lathlain and Carlisle.



1892 - 1907

Victoria Park 'A' Estate started around Burswood Road and grew eastwards.

1897

The estate officially opened under the name Bickford.

1968

The first approvals for re-subdivision of the large residential lots in the North East Section of Carlisle were granted. This resulted in the transformation of Carlisle's built form throughout the 70s, 80s and 90s.



1889

In 1889 the Perth to Pinjarra railway line was constructed, separating Lathlain.

1912

The Carlisle Train Station opened for the first time and was originally named the Mint Street Railway Station before being renamed the East Victoria Park Station and eventually Carlisle Station in 1919.

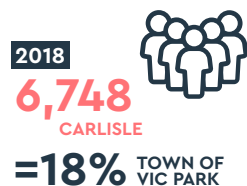
1919

The name Carlisle was adopted for the area at a local ratepayers meeting.

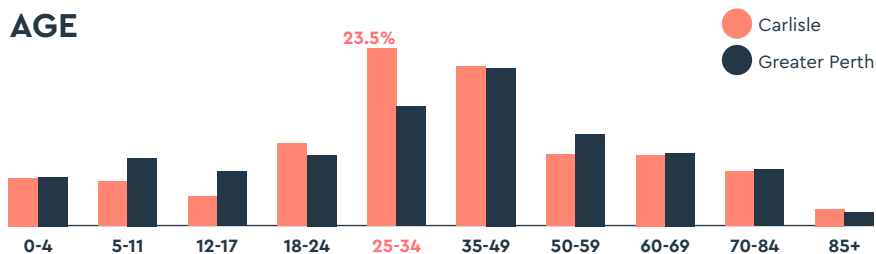
Snapshot

DEMOGRAPHIC

POPULATION



AGE



CAR OWNERSHIP

DON'T OWN A CAR
8% CARLISLE vs **4.7%** GREATER PERTH



LANGUAGES OTHER THAN ENGLISH

27.4% CARLISLE vs **20.1%** GREATER PERTH

GENDER

50.8% Male vs **49.2%** Female

TOP 5 COUNTRIES OF BIRTH



vs **51%** TOWN OF VIC PARK

2% ABORIGINAL AND/OR TORRES STRAIT ISLANDER

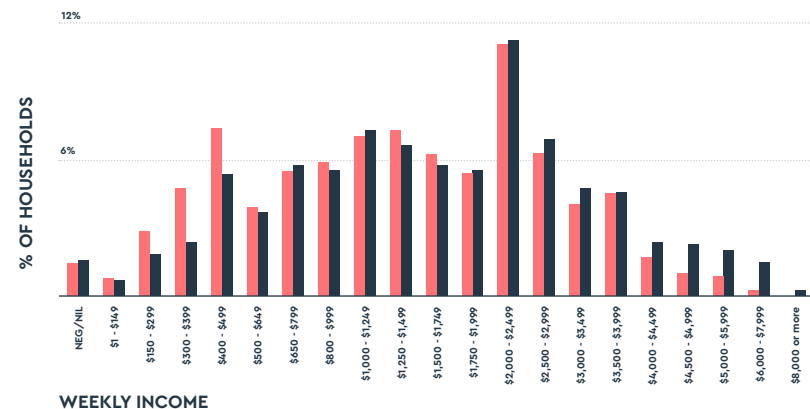
ECONOMIC



TOP 3 INDUSTRIES



INCOME



*All data sourced from the Australian Bureau of Statistics, 2016 Census.

Snapshot

ENVIRONMENT

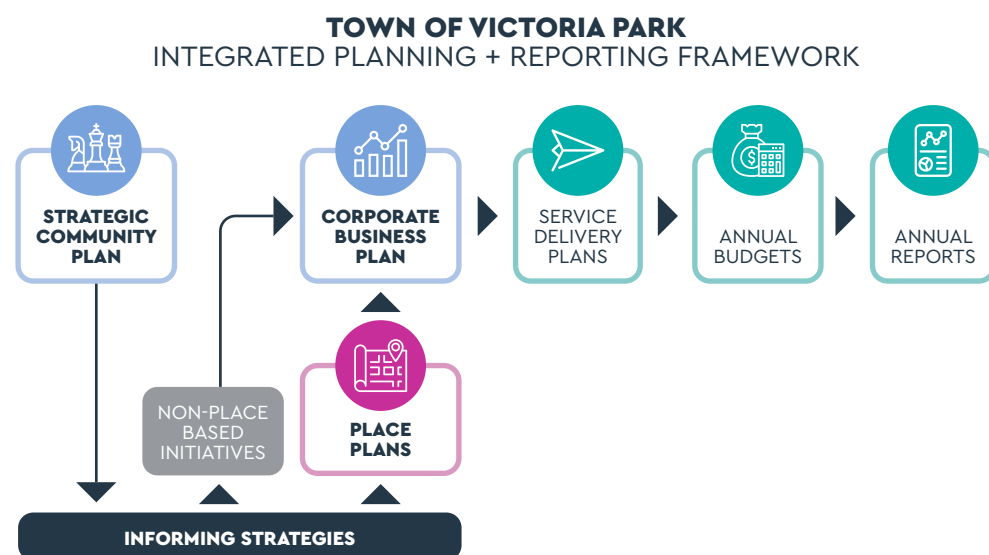
Carlisle is a fully urbanised area. It is mostly residential in character, with intermittent commercial sites throughout, and a bank of light industry to the south eastern boundary. There is little to no remnant vegetation remaining, with the possible exception of a few original trees. The public open space in Carlisle provides retreat to residents. The low density residential development, high number of parks, and streetscapes provide an opportunity for Lathlain to contain quality green infrastructure and biodiversity over time.



The Purpose of Place Plans & How They Have Been Created

The Place Plans provide a 'place filter' on the Town's suite of Informing Strategies to create a clear 'work list' for each of the neighbourhoods within the Town.

The Place Plans directly inform the Town's Corporate Business Plan, which is a requirement for all Local Governments. An outline of the role of the Place Plans in the Town's Integrated Planning and Reporting Framework is provided below.



The Place Plans are action plans that clearly demonstrate what is planned to be delivered in each neighbourhood across the entire organisation. This provides a clear, one-stop shop for the community to access critical information about their neighbourhood, while also providing the means for a cross-departmental approach to the delivery of great place outcomes.

The Place Plans organise the range of projects and initiatives identified for each neighbourhood across all of the Town's suite of strategic documents and plans. These projects are cross checked against the direction set in the Town's Strategic Community Plan, other Strategies, current data and best practice to ensure they are relevant. The list of Town Strategies and Plans that have been reviewed are contained in Volume 1 – Town Wide.

Some of the Town's strategies and plans provide high level guidance for the direction and type of work the Town should be undertaking, while others provide very specific place actions.

The Place Plans provide a critical cross-departmental lens on these strategies and plans. Clear, detailed and relevant projects are carried over, while high level strategic statements are, where appropriate, extrapolated into clearer projects. This ensures that the Place Plans contain clear, actionable projects that can be planned, budgeted and delivered.

The level of consultation and community involvement will be delivered as appropriate for each project in accordance with the Town's Policies. Every project is different and the level of community engagement and involvement will be assessed on a project-by-project basis.

Reading this Document

Each project is explained using the following three step process



**STEP 1
DIAGNOSIS**



**STEP 2
ANALYSIS**



**STEP 3
SOLUTION**



**STEP 4
STRATEGIC
CATEGORY**

Actions might be delineated with one or more of the following icons, demonstrating that the action is linked to or is fulfilling a key strategic focus of the Town.

Covid-19 Strategy

These projects will contribute to the economic recovery of the Town following the Covid-19 pandemic emergency

S Survive **R** Revive **T** Thrive

SOCIAL RECOVERY

- S1** Maintain the social fabric of our community
- R1** Reconnect our local community
- T1** Re-imagining the community

ECONOMIC RECOVERY

- S2** Maintain our local economy
- R2** Reactivate the local economy
- T2** A new and revived local economy

Other categories:



GREENING

This is a project that will contribute to the Town's strong focus on greening and increasing canopy coverage.



**ADVOCACY
REQUIRED**

This project requires advocacy at multiple levels to attract funding and/or support from State or Federal Government.




**CLIMATE CHANGE
ADAPTATION
& MITIGATION**


This project will be a significant contributor to the Town's climate change adaptation and mitigation efforts.




ARCHER STREET

Action 5.01
Carlisle Place Group


 Businesses and community members in Carlisle have demonstrated their ability to improve their place but struggle to sustain their efforts without advice and support.


 Place Groups or Town Teams are collectives of local residents, businesses and others who come together to making many small changes to their place over time. They can develop their own plan of action and apply for grant funding from the Town and other bodies. They can raise funds to spend on their place.

 Facilitate the creation of a Carlisle Town Team or Place-Based Organisation.


 **R1 T1 R2 T2**

Action 5.02
Archer/Mint Streetscape Improvement Plan

 Archer and Mint Street has an inconsistent streetscape and must serve a variety of purposes as the community changes and surrounding infrastructure is upgraded.

 Archer and Mint Street are the main thoroughfare connecting people to Carlisle Station, the Carlisle Town Centre and the East Victoria Park Town Centre. It also serves an important regional transport function connecting to Orrong Road and Shepperton Road.


With the removal of the level crossing, a redevelopment of Carlisle Station and an upgrade to Orrong Road, it is important for the Town to plan for upgrades to Archer and Mint Street ensuring Carlisle Town Centre continues to develop and thrive. This upgrade will ensure the street meets the needs of our current and future community and is a safe, vibrant and attractive place for everyone.


 Prepare Archer Street and Mint Street Streetscape Improvement Detailed Designs

 **R2 T2**  


Action 5.03

Oats Street Bicycle Improvements

 The cycling environment on Oats street is unsafe and unattractive for bicycle users despite it being an important cycling route for in the Town.

 Oats street is a key cycling route connecting people between the Town's activity centres, the Oats Street Train Station, Belmont and the broader south eastern region. However the cycling environment on Oats street is unsafe and unattractive for cyclists.


Creating a safe, convenient and attractive cycling environment on Oats street will help connect people to Oats Street Station, Albany Highway and Curtin University.


 Prepare a design that creates an improved cycling environment on Oats Street




Action 5.04

Train Line Shared Path

 Rutland avenue is the last remaining gap in the shared path network that will connect the Perth CBD to Armadale.

 Hundreds of cyclists use Rutland Avenue everyday including a large number of commuters. As our city continues to grow and struggle with congestion, the Town is focused on encouraging people to walk, ride and catch public transport. With Rutland avenue being such an important part of Perth's bicycle network, sufficient bicycle infrastructure is needed to accommodate and encourage a large number of bicycle users.


In partnership with the Department of Transport, the Town is building a high quality Principal Shared Path that will link the Perth CBD to Armadale and have infrastructure consistent with the remainder of the route.


 Install a raised high quality shared path on Rutland Avenue between Welshpool Road and Bishopsgate Street.



Action 5.05/5.06

Level Crossing Removal

 The Town is working with the State Government on the removal of Level Crossings at Oats Street and Archer/Mint Street as part of the State Governments METRONET program.

 The State and Federal Government have committed \$415 million to the removal of level crossings at Archer/Mint St and Oats St. These projects also include the redevelopment of Carlisle Station and Oats St Station. This investment in rail infrastructure will have a significant impact on the Carlisle area improving connectivity, safety and amenity. These projects are crucial to the Town's future as an inner urban community because they reconnect the community by improving access across the rail line. These works will also reconnect the Carlisle Station Precinct to the Carlisle and East Victoria Park Town Centre's.


 5.05: Partner with METRONET to design grade-separation of Oats Street and the railway and redevelopment of the Oats Street Station.


5.06: Partner with METRONET to design grade-separation of Archer and Mint Street and the railway line and redevelopment of Carlisle Station.



Action 5.07

Roberts And Orrong Intersection

 The intersection of Roberts Road and Orrong Road is inefficient and unsafe with a high number of vehicle crashes.

 The volume of traffic and design of the intersection is not ideal and results in an unacceptable number of vehicle crashes. Main Roads WA are responsible for Orrong Road and the Town is liaising with them to look at solutions to improve safety and efficiency.

 Advocate for the improvement of the Orrong Road and Roberts Road intersection.





CARLISLE STATION

Action 5.08
Orrong Road Upgrade



The State Government are planning a major upgrade to Orrong Road to improve traffic efficiency. The upgrade is likely to impact traffic conditions in Carlisle.



The Orrong Road is under the jurisdiction of Main Roads WA who have conducted a planning study and design to upgrade the road between Great Eastern Highway and Leach Highway. MRWA's preferred option is considered a 'duck and dive' that would significantly enhance the capacity and efficiency of the route. However, the option would also impact the Town's local transport network and potentially local amenity in some areas. The Town will partner with the State Government to work through the options for a potential upgrade to ensure the best option is achieved for the local community.



Partner with State Authorities on a potential upgrade to Orrong Road and assess the impact any future design might have on the adjacent community.



Action 5.09
Train Station Precinct Plans



As part of the METRONET upgrades to Carlisle Station and Oats Street Station, the Town is seeking to partner with the state government to create station precinct plans.



New Train Stations and rail configurations at Carlisle and Oats Street Station as part of the States METRONET program provide an opportunity to deliver redevelopment train station precincts, with new residential and commercial development, public open space, upgraded public open space and community facilities.





Prepare a Station Precinct Plan for Carlisle Station and Oats Street Station Precincts in partnership with METRONET.



Action 5.10

Sump Repurposing

 The sump owned by WaterCorp at 89-91 Bishopsgate Street is a large drainage site near the Carlisle Town Centre that could potentially be repurposed to allow other uses.


 There are a number of drainage sumps in the Town with some being owned by the Town and some owned by Water Corporation WA. The sump at 89-91 Bishopsgate street occupies a large piece of land close to the Carlisle Town Centre that could potentially be optimised for additional purposes. The Town will liaise with WaterCorp to investigate options for using this land.


 In partnership with the Water Corporation review the functionality and potential repurposing of the sump at 89-91 Bishopsgate Street.



Action 5.11

Removing Overhead Powerlines

 The State Underground Power Program will remove the overhead powerline cables from the majority of the Carlisle area north of Star Street.

 The Carlisle North area was one of three areas in the Town awarded a grant for the latest round of State Underground Power Program projects. This is the area north of Star Street in between Roberts Road and Mercury Street.

The project will result in new street lighting and improved amenity throughout the area. However, it will also enable the planting of larger trees with a broad canopy and help the Town deliver reach its Urban Forest Strategy targets.


 Implement the State Underground Power Program through the Carlisle North area




Action 5.12

Creating Carlisle Micro Parks

 Some areas in Carlisle have a shortage of public open space.

 The Public Open Space Strategy (2019) found some homes in Carlisle are not close to a neighbourhood park (within 400 metres). The Strategy recommends investigating opportunities to create small areas for passive recreation, particularly in the area close to Oats Street station where there are few options for public open space.

As Carlisle already has several large active reserves, the Public Open space strategy recommends investigating opportunities for micro parks for passive recreation.


 Investigate opportunities and plan to develop additional public open space and planting trees at the following locations:


- 91 Planet Street (drainage basin)
- 76 Planet Street (drainage basin)
- 6 Paltridge Avenue (drainage basin)
- 30 Satellite Place (drainage basin)



Action 5.13

71 Oats Street













 The old infant health centre has relocated from 71 Oats Street to the new Keith Hayes Community Centre in Lathlain. As a result, the land at 71 Oats Street is vacant and available for other uses.

 71 Oats Street will be within or close to the Oats Street Station Precinct Plan boundary and therefore represents a redevelopment opportunity. Redevelopment of this site provides an opportunity to provide environmental, social and/or financial outcomes for the Town.

 Prepare a business case for 71 Oats Street.



Volume 5 Carlisle Action List

| KEY ACTION/PROJECT | | RESPONSIBLE TEAM | SUPPORT TEAM | TIMING *all timing to be determined | | | | STRATEGIC ALIGNMENT | CORPORATE BUSINESS PLAN | CATEGORY |
|--------------------|--|---------------------------|---|--|-------|-------|-------|---|-------------------------|---|
| | | | | 20/21 | 21/22 | 22/23 | 23/24 | | | |
| 5.01 | Facilitate the creation of a Carlisle Town Team or Place-Based Organisation. | Place Planning | Community Development | Ongoing | | | | Nil | |   |
| 5.02 | Prepare Archer Street and Mint Street Streetscape Improvement Detailed Designs. | Project Management Office | Technical Services Infrastructure and Operations Place Planning | | | | | Public Open Space Strategy 2019 | EN1.1.5 |   |
| 5.03 | Prepare a design that creates an improved cycling environment on Oats Street. | Technical Services | Place Planning Infrastructure and Operations | | | | | City of South Perth and Town of Victoria Park Joint Bicycle Plan 2018 | |  |
| 5.04 | Install a raised high quality shared path on Rutland Avenue between Welshpool Road and Bishopsgate Street. | Technical Services | | | | | | City of South Perth and Town of Victoria Park Joint Bicycle Plan 2018 | EN3.1.2 |  |
| 5.05 | Partner with METRONET to design grade-separation of Oats Street and the railway and redevelopment of the Oats Street Station. | Place Planning | Technical Services Stakeholder Relations | Ongoing | | | | Integrated Movement Network Strategy 2013 | EN3.1.14 |   |
| 5.06 | Partner with METRONET to design grade-separation of Archer and Mint Street and the railway line and redevelopment of Carlisle Station. | Place Planning | Technical Services Stakeholder Relations | Ongoing | | | | Integrated Movement Network Strategy 2013 | EN3.1.14 |   |
| 5.07 | Advocate for the improvement of the Orrong Road and Roberts Road intersection. | Technical Services | Place Planning Infrastructure and Operations | | | | | Integrated Movement Network Strategy 2013 | EN3.1.14 |  |
| 5.08 | Partner with State Authorities on a potential upgrade to Orrong Road and assess the impact any future design might have on the adjacent community. | Technical Services | Place Planning Main Roads Western Australia C-Suite | Ongoing | | | | Integrated Movement Network Strategy 2013 | EN3.1.14 |  |

| KEY ACTION/PROJECT | | RESPONSIBLE TEAM | SUPPORT TEAM | TIMING *all timing to be determined | | | | STRATEGIC ALIGNMENT | CORPORATE BUSINESS PLAN | CATEGORY |
|--------------------|---|----------------------------------|---|--|-------|-------|-------|---|-------------------------|----------|
| | | | | 20/21 | 21/22 | 22/23 | 23/24 | | | |
| 5.09 | Prepare a Station Precinct Plan for Carlisle Station and Oats Street Station Precincts in partnership with METRONET. | Place Planning | Urban Planning Technical Services Stakeholder Relations | Ongoing | | | | Draft Local Planning Strategy 2020 | EN1.1.9 | |
| 5.10 | In partnership with the Water Corporation review the functionality and potential repurposing of the sump at 89-91 Bishopsgate Street. | Place Planning | Technical Services | | | | | Nil | | |
| 5.11 | Implement the State Underground Power Program through the Carlisle North area. | Technical Services | Infrastructure Operations | | | | | Integrated Movement Network Strategy 2013 | EN3.1.14 | |
| 5.12 | Investigate opportunities for developing additional public open space and planting trees at the following locations: <ul style="list-style-type: none"> • 91 Planet Street (drainage basin) • 76 Planet Street (drainage basin) • 6 Paltridge Avenue (drainage basin) • 30 Satellite Place (drainage basin) | Infrastructure Operations | Place Planning Technical Services | Ongoing | | | | Public Open Space Strategy 2019 Urban Forest Strategy 2018 | | |
| 5.13 | Prepare a business case for 71 Oats Street. | Property Development and Leasing | Place Planning | Ongoing | | | | Land Asset Optimisation Strategy 2013 | | |



WELSHPOOL PLACE PLAN

An Introduction to Welshpool

The Welshpool Place Plan is a collection of 'place-based' action plans that guide the allocation of funding and resources in the neighbourhood.

The Town of Victoria Park includes the western edge of the Welshpool industrial area. Strategically located close to the Perth CBD, Kewdale freight terminal and major transport routes, Welshpool provides an excellent location for industry to do business. Over the past few decades, the area has transitioned to serving a diverse range of industries, building resilience in the area while still playing a vital role in serving the automotive and thriving hospitality industry within the Town of Victoria Park. Welshpool has an important role to play in serving the local economy and ensuring a diverse range of employment is available within the Town that enhances our economic resilience and diversity.



Snapshot

HISTORIC

Pre-Settlement

The Noongar people are the original inhabitants of the south-west of Western Australia, with Whadjuk being the language group for the area now known as the Town of Victoria Park. The Whadjuk people have a close connection to this country and the Derbarl Yerrigan (Swan River). The provision of fresh water and hunting grounds made the banks of the Derbarl Yerrigan regular camping spots.

Post-Settlement

1912

The Welshpool Mechanics Institute was founded in 1912 and became an important organisation in the Town not only as an educational institution for Perth's car industry but also as place for social community gatherings.



1949

Since the early 20th century Welshpool has played a key role in Australia's mechanics, agriculture, construction and manufacturing industries with key companies such as Chamberlain Agriculture producing its first tractors in Welshpool in 1949.



Late 1940s - Early 1950s

The area played a significant role in building Perth as one of the first industrial areas in the city. For example, significant portions of the Causeway Bridge were manufactured in the Welshpool Factory of Forwood Downs Engineering in the late 1940s and early 1950s.

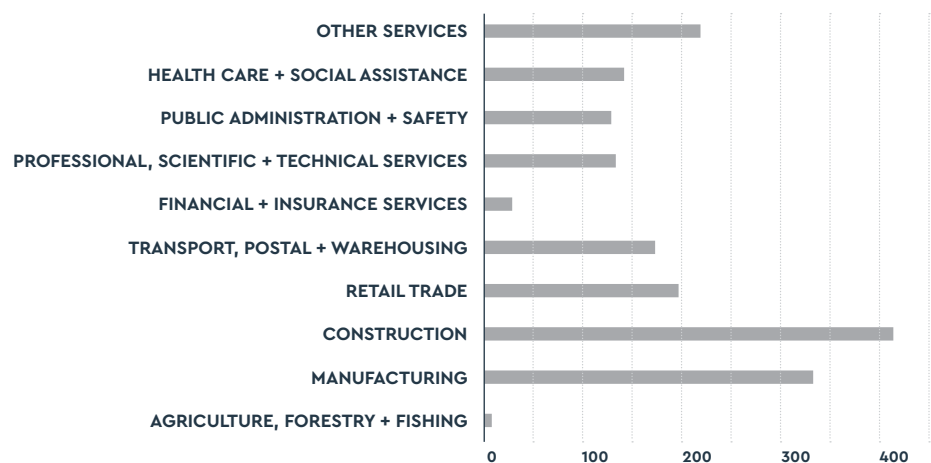
Snapshot

ECONOMIC

The Welshpool area in the Town of Victoria Park plays an important role in strengthening the diversity and resilience of the local economy. As a unique light industrial area close to the Perth CBD, it provides a diverse range of employment opportunities servicing businesses and industry within the Town and the inner Perth region.

Manufacturing and Construction industries play a significant role in the Victoria Parks local economy and produce a high number of jobs in Welshpool. With much of the Town's economy relying on hospitality, food, and retail services, these industries strengthen the resilience of the local economy by increasing the diversity of local jobs.

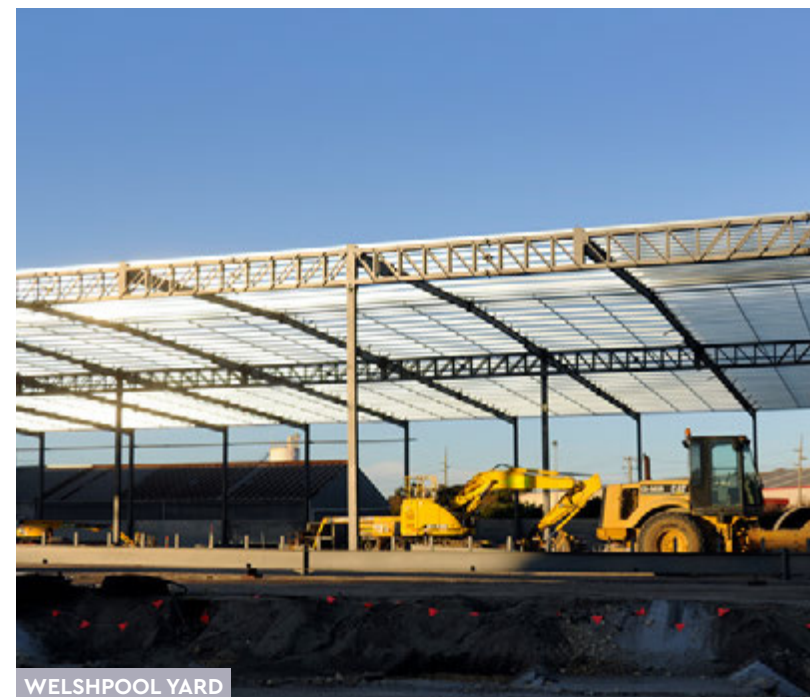
JOBS PER INDUSTRY



*All data sourced from the Australian Bureau of Statistics, 2016 Census.

ENVIRONMENT

Welshpool is the Town's primary industrial area. The growth of this use has left little to no remnant bushland. The limited remaining recreational space in this area provides valuable green space to locals and workers. The Urban Forest Strategy provides an opportunity to address canopy coverage and biodiversity in Welshpool over time.

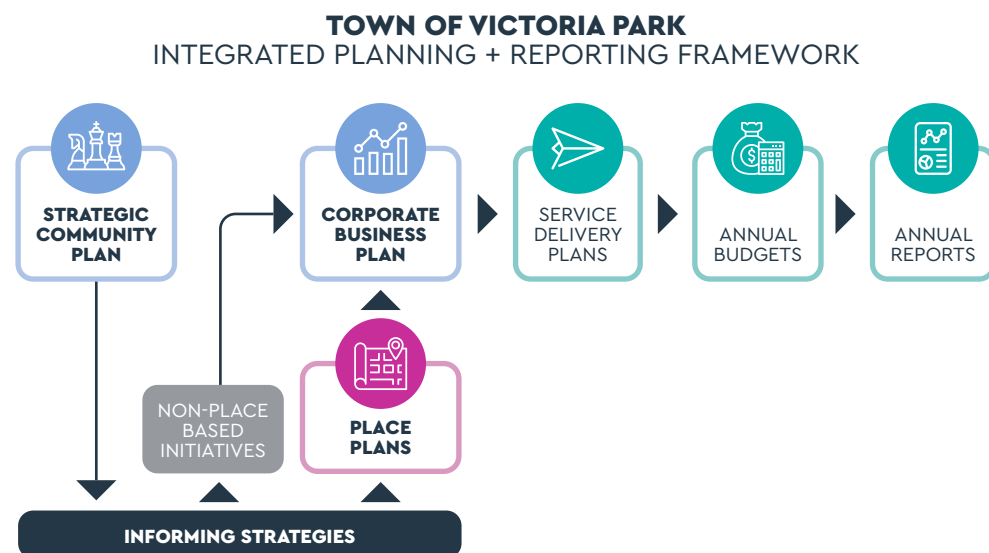


WELSHPOOL YARD

The Purpose of Place Plans & How They Have Been Created

The Place Plans provide a 'place filter' on the Town's suite of Informing Strategies to create a clear 'work list' for each of the neighbourhoods within the Town.

The Place Plans directly inform the Town's Corporate Business Plan, which is a requirement for all Local Governments. An outline of the role of the Place Plans in the Town's Integrated Planning and Reporting Framework is provided below.



The Place Plans are action plans that clearly demonstrate what is planned to be delivered in each neighbourhood across the entire organisation. This provides a clear, one-stop shop for the community to access critical information about their neighbourhood, while also providing the means for a cross-departmental approach to the delivery of great place outcomes.

The Place Plans organise the range of projects and initiatives identified for each neighbourhood across all of the Town's suite of strategic documents and plans. These projects are cross checked against the direction set in the Town's Strategic Community Plan, other Strategies, current data and best practice to ensure they are relevant. The list of Town Strategies and Plans that have been reviewed are contained in Volume 1 – Town Wide.

Some of the Town's strategies and plans provide high level guidance for the direction and type of work the Town should be undertaking, while others provide very specific place actions.

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Reading this Document

Each project is explained using the following three step process



STEP 1 DIAGNOSIS



STEP 2 ANALYSIS



STEP 3 SOLUTION



STEP 4 STRATEGIC CATEGORY

Actions might be delineated with one or more of the following icons, demonstrating that the action is linked to or is fulfilling a key strategic focus of the Town.

Covid-19 Strategy

These projects will contribute to the economic recovery of the Town following the Covid-19 pandemic emergency

S Survive **R** Revive **T** Thrive

SOCIAL RECOVERY

- S1** Maintain the social fabric of our community
- R1** Reconnect our local community
- T1** Re-imagining the community

ECONOMIC RECOVERY

- S2** Maintain our local economy
- R2** Reactivate the local economy
- T2** A new and revived local economy

Other categories:



GREENING

This is a project that will contribute to the Town's strong focus on greening and increasing canopy coverage.



ADVOCACY REQUIRED


This project requires advocacy at multiple levels to attract funding and/or support from State or Federal Government.




CLIMATE CHANGE ADAPTATION & MITIGATION

This project will be a significant contributor to the Town's climate change adaptation and mitigation efforts.

Action 6.01
Welshpool Place Group


 Businesses in Welshpool share much in common and their collective voice is important to the future of the area.


 The Welshpool industrial area within the Town of Victoria Park is unique to other areas of Welshpool and faces different challenges. The Town can help bring likeminded business owners and workers together to make the area a safe and attractive place to work in the future.

 Facilitate the creation of a Welshpool Town Team or Place-Based Organisation in conjunction with the City of Canning.

 **R1 T1**

Action 6.02
Direct Access To Orrong Road

 Improving the accessibility and safety for vehicles accessing Orrong Road from Welshpool is crucial to the area's economic success as a light industrial area.


 The Town's Integrated Movement Network Strategy identifies the need for a signalised intersection at Orrong Road to improve accessibility and safety for vehicles accessing the industrial area. This would eliminate the need for many heavy vehicles to use the local road network unnecessarily and provide more direct access to the Perth CBD and Airport for businesses in Welshpool.


The Town has been negotiating with Main Roads WA on this issue who have indicated the desire to install a signals at the intersection of President Street as part of a larger upgrade to Orrong Road.


 Advocate for the installation of a signalised intersection at Orrong Road / Briggs Street, or alternatively Orrong Road / President Street.

 **T2** 

Action 6.03
Level Crossing Removal


 As part of the broader METRONET program, the state and federal government have committed funding to remove the level crossing at Orrong Road to improve road safety, accessibility and amenity in this area.


 Removing the level crossing at Welshpool road will not only improve the safety and efficiency of Welshpool Road, it will improve access to the area and ease pressure on the Town's local road network. Depending on the design of the level crossing and the option pursued by the state government, this project will also improve the amenity of the area and enable better connectivity across the rail line with more crossing points for pedestrians and opportunities for public open space.


 Partner with METRONET and the City of Canning to deliver Grade-Separation of Welshpool Road and the railway line.

 **T1 T2**   

Action 6.04
Cohn/Planet Intersection

 There are several traffic management interventions that need to be reviewed beginning with treatments at the intersection of Cohn Street and Planet Street.

 The intersection of Cohn and Planet Street has been modified over the years to limit heavy vehicles from using residential streets unnecessarily. This resulted in the installation of a thin and somewhat unsafe traffic island restricting traffic from turning at this intersection. The Town will be investigating a modification to this intersection that would enable traffic to turn easily from Cohn Street to the industrial area without enabling traffic to use residential streets unnecessarily.

 Investigate a modification to the intersection of Cohn Street and Planet Street

 -



WELSHPOOL YARD



WELSHPOOL OFFICES

Action 6.05

Train Station Precinct Plans



As part of the METRONET upgrades to Oats Street Station, the Town is seeking to partner with the state government to create station precinct plans.



New Train Stations and rail configurations at Oats Street Station as part of the States METRONET program provide an opportunity to deliver redevelopment train station precincts, with new residential and commercial development, public open space, upgraded public open space and community facilities.



Prepare a Station Precinct Plan for Oats Street Station Precincts in partnership with METRONET.



Action 6.06

Orrong Road Upgrade



The State Government are planning a major upgrade to Orrong Road to improve traffic efficiency. The upgrade is likely to impact traffic conditions in Carlisle.








The Orrong Road is under the jurisdiction of Main Roads WA who have conducted a planning study and design to upgrade the road between Great Eastern Highway and Leach Highway. MRWA's preferred option is considered a 'duck and dive' that would significantly enhance the capacity and efficiency of the route. However, the option would also impact the Town's local transport network and local amenity in some areas. The Town will partner with the State Government to work through the options for a potential upgrade to ensure the best option is achieved for the local community.



Partner with State Authorities on a potential upgrade to Orrong Road and assess the impact any future design might have on the adjacent community.



Volume 6 Welshpool Action List

| KEY ACTION/PROJECT | RESPONSIBLE TEAM | SUPPORT TEAM | TIMING *all timing to be determined | | | | STRATEGIC ALIGNMENT | CORPORATE BUSINESS PLAN | CATEGORY | |
|--------------------|--|--------------------|--|---------|-------|-------|---------------------|---|----------|--|
| | | | 20/21 | 21/22 | 22/23 | 23/24 | | | | |
| 6.01 | Facilitate the creation of a Welshpool Town Team or Place-Based Organisation in conjunction with the City of Canning. | Place Planning | Community Development | Ongoing | | | | Community Charter | |  |
| 6.02 | Advocate for the installation of a signalised intersection at Orrong Road / Briggs Street, or alternatively Orrong Road / President Street. | Technical Services | Place Planning | Ongoing | | | | Integrated Movement Network Strategy 2013 | EN3.1.4 |  |
| 6.03 | Partner with METRONET and the City of Canning to deliver Grade-Separation of Welshpool Road and the railway line. | Place Planning | Technical Services Stakeholder Relations | Ongoing | | | | Integrated Movement Network Strategy 2013 | EN3.1.4 |  |
| 6.04 | Investigate a modification to the intersection of Cohn Street and Planet Street. | Technical Services | Place Planning | | | | | Nil | | |
| 6.05 | Prepare a Station Precinct Plan for Oats Street Station Precinct in partnership with METRONET. | Place Planning | Urban Planning | Ongoing | | | | Draft Local Planning Strategy 2019 | EN1.1.9 |  |
| 6.06 | Partner with State Authorities on a potential upgrade to Orrong Road and assess the impact any future design might have on the adjacent community. | Technical Services | Place Planning Main Roads Western Australia C-Suite | Ongoing | | | | Integrated Movement Network Strategy 2013 | EN3.1.14 |  |



VICTORIA PARK PLACE PLAN

An Introduction to Victoria Park

The Victoria Park Place Plan is a collection of 'place-based' action plans that guide the allocation of funding and resources in the neighbourhood.

Victoria Park is the heritage heart of the Town. It is home to numerous character cottages from the early 20th century, many of which have been lovingly restored, as well as leafy streetscapes and several state-registered heritage buildings. McCallum Park and Taylor Reserve provide opportunities for recreation and events with stunning views of the Perth skyline. Albany Highway offers an eclectic range of local businesses and is home to the Town of Victoria Park's administration offices. Victoria Park is the gateway to the Town from the CBD, and a much-loved place to live and visit.



Snapshot

HISTORIC

Pre-Settlement

The Noongar people are the original inhabitants of the south-west of Western Australia, with Whadjuk being the language group for the area now known as the Town of Victoria Park. The Whadjuk people have a close connection to this country and the Derbarl Yerrigan (Swan River). The provision of fresh water and hunting grounds made the banks of the Derbarl Yerrigan regular camping spots.

Post-Settlement

1841

The first Causeway Bridge (known then as Perth Bridge) was completed linking the Victoria Park area with the other side of the river.



1891

Quarter acre blocks offered in the newly subdivided Victoria Park Estate.

1894

Victoria Park State School was

1901 – 1911

New subdivisions advertising the area as "only two miles from Town" with the "grandest views of the Colony" saw population quadruple.



1905

The Perth Electric tramways service first ran a tram to the terminus at the Corner of Albany Road and Rushton Street.

1950's

The Victoria Park area experiences a surge of new home construction in the post war era of the.

1994

Town of Shepperton (later renamed Victoria Park) proclaimed as an outcome of the 1993 Perth City Council Restructuring Act.

1850

The construction of Albany Road, a permanent route of Perth to Albany, is aided by the arrival of convicts in 1850.



1896

Victoria Park Hotel was the first hotel built in Victoria Park with records for its licencing being noted as early as 1896.

1897

Victoria Park deemed to be sufficiently settled to warrant municipality status.

1912

Victoria Park Post Office was constructed as a sign of the growing population base.

1925

Reclamation of land along the shores of the Swan River authorised.

1940's - 1960's

Victoria Park develops as a retail hub due to the diversion of heavy traffic from Albany Highway to Shepperton Road.



1917

Victoria Park officially joined the Perth City Council.

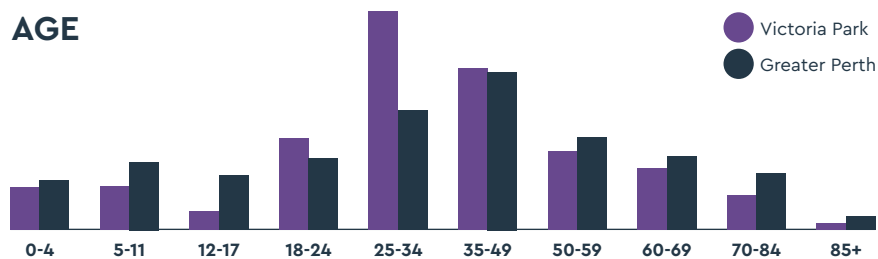
1917

The Soldier's Memorial was created in Memorial Gardens signalling a collective expression of grief and loss, as well as strengthening of local identity.

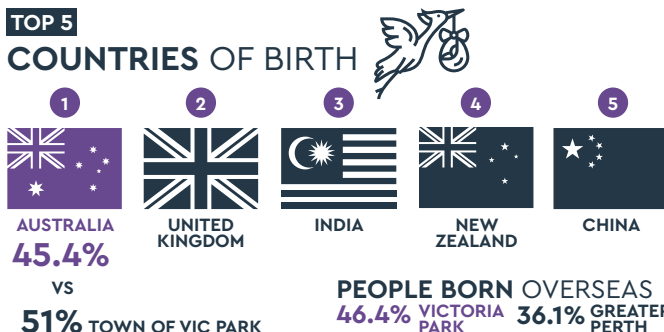


Snapshot

DEMOGRAPHIC



CAR OWNERSHIP



POPULATION FORECAST
▲ 518 BY 2036

LANGUAGES ONLY ENGLISH
VICTORIA PARK: 58.8%
GREATER PERTH: 73.5%

ECONOMIC



2016 COMMON INDUSTRIES



EMPLOYMENT IN THE ACCOMMODATION + FOOD SERVICES
VICTORIA PARK: 10.9%
GREATER PERTH: 6.5%

VISITATION



*All data sourced from the Australian Bureau of Statistics, 2016 Census.

Snapshot

ENVIRONMENT

Victoria Park runs from the banks of the Swan River inland towards the heart of the Town. The steep ridgeline that cuts through the suburb provides some of the highest vantage points across Victoria Park to the Swan River and Perth city. The lower areas, including McCallum Park, are within the Swan River flood plain. The Swan River itself falls under DBCA and the Swan River Trust. McCallum, Raphael, Read and Hawthorne Parks, together with Memorial Gardens, provides the majority of the public open space in the suburb. Proposed Park Streets and the implementation of the Urban Forest Strategy will see improvements to the tree canopy within Victoria Park.



RAPHAEL PARK



OAK TREES ON COLUMBO STREET



MCCALLUM PARK

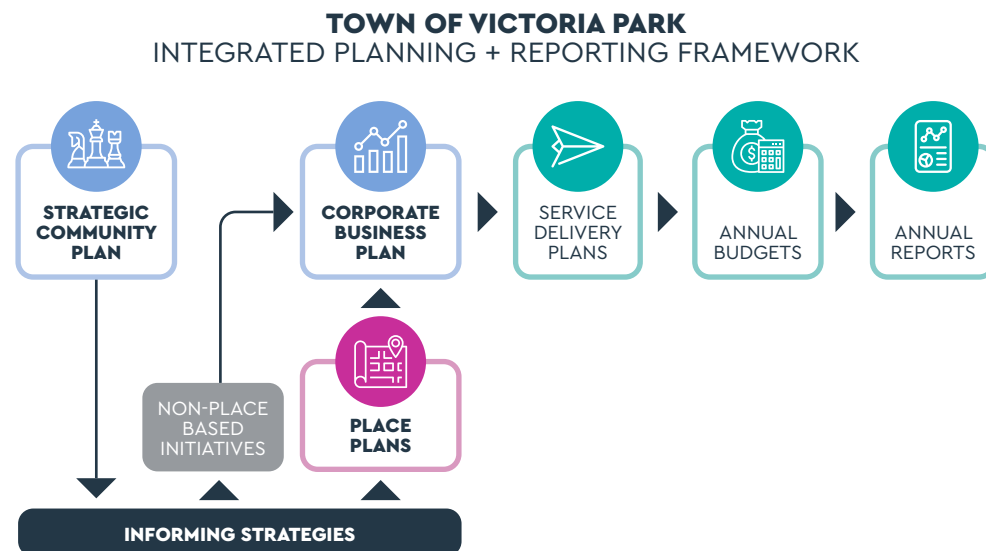


VIEWS TO THE PERTH CBD FROM MCCALLUM PARK

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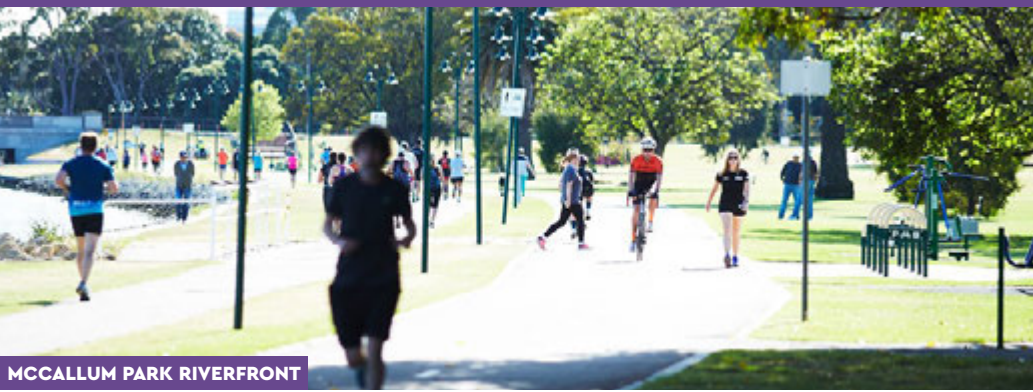
MEMORIAL GARDENS . CREDIT: CITY OF PERTH

Action 7.01
Victoria Park Place Group

| | |
|--|---|
| | Giving community the power to improve their place and run activities that bring people together, makes happier and healthier communities. |
| | Place Groups are collectives of local residents, businesses and others who come together to making many small changes to their place over time. They can develop their own plan of action and apply for grant funding from the Town and other bodies. They can raise funds to spend on their place. |
| | Facilitate the creation of a Victoria Park Town Team or Place-Based Organisation. |
| | R1 T1 R2 T2 |

Action 7.02
Incrementally improving Albany Highway Public Realm

| | |
|--|--|
| | There is limited urban open space along Albany Highway where people are able to comfortably gather. |
| | Currently there are no formal public spaces along the Victoria Park end of Albany Highway, with the exception of the Read Park and Memorial Gardens. 'Old Places, New Spaces' is a program targeting places within the Town that can be renewed and upgraded for greater community use and benefit. This program was developed following a Council resolution to investigate alternative options for the use of laneways and intersections along Albany Highway and was later broadened by the Town to include all public areas of interest, also known as the public realm. Through the Old Places New Spaces program the Town has committed to preparing a concept plan to establish an urban open space in the Victoria Park end of Albany Highway. |
| | Prepare and implement a concept plan for Old Places New Spaces Project No. 3. |
| | R1 R2 T2 |



MCCALLUM PARK RIVERFRONT




ALBANY HIGHWAY - MAIN STREET




NEWLY DEVELOPED - VIC PARK QUARTER



Action 7.03
McCallum Park & Taylor Reserve Masterplan

 The Town has prepared a design for the improvement of McCallum Park/Taylor Reserve that has not yet been built.


 McCallum Park and Taylor Reserve are two highly visible parks located next to each other on the Swan River foreshore. Currently, aside from their waterfront location there is little that would encourage people to use the space. The Town and community have created a vision for these parks that celebrates their importance and makes them meaningful places for residents and visitors to use. The Town is now in a position to undertake detailed design of the concept plan and realise the community's vision for the space.

 Undertake detailed design for the Taylor Reserve & McCallum Park Concept Plan - 'McCallum Park Active Area'

 **R1 T1 R2 T2**  

Action 7.04
Albany Highway Precinct Plans

 The planning framework that guides development on Albany Highway is outdated and does not provide clear direction for its future.

 There is a need to update the Towns planning framework to provide for a modern and responsive approach to the planning of the three town centres along Albany Highway. A Precinct Plan for the Victoria Park Town Centre will provide the necessary updates to the planning framework to allow the envisaged growth and development in the Local Planning Strategy.

 Prepare a Victoria Park Town Centre Precinct Plan to guide updates to the Local Planning Scheme and Local Policy Framework.

 **T1 R2 T2**   



DUNCAN STREET



VICTORIA PARK TRAIN STATION



THE SHEPPERTON ROAD UNDERPASS NEEDS A REFRESH

Action 7.05

Duncan Street Streetscape Improvement Plan



Duncan Street is largely a poor quality environment for people using Victoria Park Train Station to access Albany Highway.



Duncan Street is the main thoroughfare connecting Victoria Park Train Station to Albany Highway. As a result it has a role in connecting people with major nodes of activity, public open spaces and civic spaces such as schools.

Despite its importance in connecting people and place, the treatment of the public realm is poor. The street largely prioritises space for vehicles over pedestrians. The lack of street trees, frequent traffic movement, and narrow footpath widths are impacting pedestrian comfort in a negative way.

Improvements to the streetscape including street tree planting, well placed street furniture, increasing footpath widths and reducing intersection widths will help to encourage more walking and improve the overall attractiveness of the street. Where possible the needs of active transport modes should be prioritised over the needs of vehicles.



Prepare a Streetscape Improvement Plan to transform Duncan Street.



Action 7.06

Improvements to the Shepperton Road and Causeway Bridge Underpasses



Poorly kept underpasses in Victoria Park are encouraging anti-social behaviour and discouraging pedestrian movement through the Town.



Underpasses within the Victoria Park tend to lack lighting, passive surveillance and are generally uninviting environments. Upgrading these underpasses would likely encourage greater pedestrian movement around the Town and add to the aesthetic of the public realm. Upgrades should consider improvements to lighting and passive surveillance, installation of public art, wayfinding and greenery.





Investigate and advocate for improvement to the Shepperton Road and Causeway Bridge underpasses






Action 7.07
Gloucester Street Safe Active Street


 Despite being a key route for cyclists, Gloucester Street does not provide a best practice cycling environment.


 Efficient and safe movement of cyclists through the Town is a key measure to reduce reliance on private cars for transport. Gloucester Street is a primary route for people cycling through the Town and is a suitable site for a Safe Active Street. The Town can seek grant funding from the Department of Transport to convert Gloucester Street to a Safe Active Street and continue to build Perth City's Long Term Cycle Network.


 Advocate to the Department of Transport for a Safe Active Street on Gloucester Street.

   **T1**

Action 7.08
Night-time bus services along Albany Highway

 There are not enough night time bus services along Albany Highway.

 Businesses along Albany Highway are reliant on night time visitors to the area. Whilst the Town does not provide bus services, it should advocate to the Department of Transport for improved night time bus services along Albany Highway. This would help to improve access to local businesses and support the night time economy.

 Advocate for improved night-time bus services along Albany Highway.

     **R1 R2 T2**



THE BROKEN HILL HOTEL

Action 7.09

Advocate for Trackless Trams



Trams are a more permanent, attractive and economically impactful form of public transport than buses.



The Towns Integrated Movement Network Strategy sets out the Towns aspirations for a safe, well connected and sustainable transport system. This transport system features the introduction down Albany Highway, connecting Causeway East interchange and Curtin University.

The Town should continue to support and advocate for Albany Highway, where the focus is on activation and access.



Advocate for a Trackless Tram route on Albany Highway.



T1

T2



Action 7.10

Incremental transformation of Albany Highway through Micro Projects



The Albany Highway public realm is tired and improvements are required to improve pedestrian comfort and support the local economy.



Albany Highway is well known for its myriad of independent businesses and as a foodie hot spot. The street however faces increasing challenges to remain competitive in tough economic conditions. The public realm and the functionality of the street plays a role in attracting people to the street, strengthening its identity and creating distinct points of difference. By providing an inviting and comfortable public realm people are more likely to linger longer and spend time amongst the local businesses.

The Victoria Park end of Albany Highway is significantly lacking in street trees and planting in general, could be improved by de-cluttering signage and implementing a consistent street furniture palette as well as being open to accommodating other innovative opportunities that improve the user experience. These incremental improvements should be accommodated by a more agile approach to the Town's Capital Works program as well as capitalising on the significant commitment to the implementation of the Urban Forest Strategy. Incremental improvements mixed in with more significant improvements emerging from future Precinct Plans and the Old Space New Places program is in accordance with the Public Open Space Strategy and Activity Centre's Strategy.



Incrementally transform the Albany Highway public realm through a range of micro projects



R1

R2

T2





A NARROW PEDESTRIAN WALKWAY ACROSS THE CAUSEWAY BRIDGE



UNDERGROUNDING THE POWER ALLOWS FOR TREES TO GROW OVER THE STREET

Action 7.11
Linking the City and Town



Victoria Park is on the doorstep of Perth City, but there is no comfortable way for people to walk from one to the other.



Pedestrians and cyclists travelling between the city centre of Perth and Victoria Park currently have to cross the narrow and uncomfortable Causeway Bridge. There is currently no buffer space between cyclists, pedestrians and cars which makes the footpath unsafe. In addition, should the Causeway Bridge need to accommodate other forms of travel in the future (i.e. bus lanes, light rail) the pedestrian footpath would need to be removed entirely.



Advocate for the construction of a Bicycle and Pedestrian Bridge connecting McCallum Park to the City of Perth.



Action 7.12
Undergrounding Power



Areas of Victoria Park still have overhead power lines that affect the attractiveness and walkability of the streetscape.



The majority of the overhead power lines across the Town have been converted to underground power supply. Portions of Victoria Park have not yet been undergrounded and The Town has sought to engage in the State Underground Power Program. There is a commitment to underground power in:

- Victoria Park West; and
- Victoria Park East (west of Kent Street)






By undergrounding power in these areas it is expected that there would be greater reliability in power supply, better street lighting, a reduction in tree pruning meaning the tree canopy can reach maturity, and removal of overhead power lines. This results in more walkable streets.









Implement the State Underground Power Program in Victoria Park.











Action 7.13
Improve the Miller Street and Shepperton Road intersection

| | |
|---|--|
|  | The intersection at Miller Street and Shepperton Road is unsafe. |
|  | The Miller Street and Shepperton Road intersection is a four way intersection controlled by traffic signals. Due to a number of crashes occurring at the intersection the Town will seek support and funding from Main Roads Western Australia to address to safety of the intersection and make necessary upgrades. |
|  | Advocate for Blackspot upgrades to the Miller/Shepperton intersection. |
|   | |

Action 7.14
Pedestrian Crossings at Canning Highway

| | |
|---|---|
|  | Canning Highway is a major barrier to pedestrian movement and can impact community access to public open space. |
|  | Public Open Space in the Town should be walkable. Canning Highway is a busy road that moves over 4000 vehicles an hour at its peak and provides a significant barrier for pedestrians trying to reach McCallum Park and Taylor Reserve. |
|  | Advocate for the creation of a pedestrian crossing at Taylor Street, Canning Highway, and Gloucester Street. |
|    | |

Action 7.15
Laneway Improvement Program




















| | |
|---|---|
|  | The laneways that run parallel to Albany Highway require an upgrade. |
|  | Albany Highway is supported by a number of laneways that service the back of house needs of many of the businesses along Albany Highway. |
|  | These laneways are unattractive, not well lit, and not well cared for by the businesses that use them. As a result they do not appear comfortable or as safe places to spend time. There is an opportunity to beautify these laneways, improve the lighting and work with local businesses to enable and encourage them to use the laneways more productively. Where possible businesses should be encouraged to open onto and use the laneway. |
|  | Investigate the development of a Laneway Improvement Program (including lighting) for laneways running adjacent to Albany Highway. |
|     | |



CANNING HIGHWAY IS A BARRIER TO THE RIVER

Volume 7 Victoria Park Action List

| KEY ACTION/PROJECT | RESPONSIBLE TEAM | SUPPORT TEAM | TIMING *all timing to be determined | | | | STRATEGIC ALIGNMENT | CORPORATE BUSINESS PLAN | CATEGORY |
|--------------------|--|---|---|---------|-------|-------|---------------------|---|-------------|
| | | | 20/21 | 21/22 | 22/23 | 23/24 | | | |
| 7.01 | Facilitate the creation of a Victoria Park Town Team or Place-Based Organisation. | Place Planning | Community Development | Ongoing | | | | Community Charter | |
| 7.02 | Prepare and implement a concept plan for Old Places New Spaces Project No. 3. | Place Planning | Technical Services | | | | | Activity Centre Strategy 2018 Streets Ahead Action Planning: Albany Highway Urban Public Spaces 2019 – 2022 Public Open Space Strategy 2019 | CL3.3.3 |
| 7.03 | Undertake detailed design for the second stage of the Taylor Reserve & McCallum Park Concept Plan – 'McCallum Park Active Area'. | Project Management Office | Place Planning Infrastructure Operations | | | | | Public Open Space Strategy 2019 Taylor McCallum Concept Plan 2017 | CL3.3.4 |
| 7.04 | Prepare a Victoria Park Town Centre Precinct Plan to guide updates to the Local Planning Scheme and Local Policy Framework. | Place Planning | Urban Planning | | | | | Draft Local Planning Strategy 2020 | EN1.1.1 |
| 7.05 | Prepare a Streetscape Improvement Plan to transform Duncan Street. | Place Planning | Technical Services | | | | | Integrated Movement Network Strategy 2013 Albany Highway Townscape Review 1996 City of South Perth and Town of Victoria Park Joint Bicycle Plan 2018 Public Open Space Strategy 2019 | EN3.1.4 |
| 7.06 | Investigate and advocate for improvement to the Shepperton Road and Causeway Bridge underpasses. | Place Planning Community Development | Technical Services Infrastructure Operations | | | | | Public Open Space Strategy 2019 | |
| 7.07 | Advocate to the Department of Transport for a Safe Active Street on Gloucester Street. | Technical Services | Place Planning | | | | | City of South Perth and Town of Victoria Park Joint Bicycle Plan 2018 Public Open Space Strategy 2019 | |

| KEY ACTION/PROJECT | | RESPONSIBLE TEAM | SUPPORT TEAM | TIMING *all timing to be determined | | | | STRATEGIC ALIGNMENT | CORPORATE BUSINESS PLAN | CATEGORY |
|--------------------|--|--------------------|---|--|-------|-------|-------|--|-------------------------|--|
| | | | | 20/21 | 21/22 | 22/23 | 23/24 | | | |
| 7.08 | Advocate for improved night-time bus services along Albany Highway. | Technical Services | Place Planning | Ongoing | | | | Integrated Movement Network Strategy 2013 | EN3.1.4 |     |
| 7.09 | Advocate for a Trackless Tram route on Albany Highway. | C-Suite | Technical Services Infrastructure Operations | Ongoing | | | | Integrated Movement Network Strategy 2013 | EN3.1.4 EN3.2.1 |     |
| 7.10 | Incrementally transform the Albany Highway public realm through a range of micro projects. | Place Planning | Technical Services | Ongoing | | | | Urban Forest Strategy 2018 Town of Victoria Park Urban Design Study 2000 Activity Centre Strategy 2018 Streets Ahead Action Planning: Albany Highway Urban Public Spaces 2019 – 2022 Public Open Space Strategy 2019 City of South Perth and Town of Victoria Park Joint Bicycle Plan 2018 Integrated Movement Network Strategy 2013 | EN3.1.4 |     |
| 7.11 | Advocate for the construction of a Bicycle and Pedestrian Bridge connecting McCallum Park to the City of Perth. | Place Planning | Technical Services | Ongoing | | | | City of Perth City Planning Strategy, 2019 | |    |
| 7.12 | Implement the State Underground Power Program in Victoria Park. | Technical Services | Western Power | | | | | Integrated Movement Network Strategy 2013 | EN3.1.4 |   |
| 7.13 | Advocate for Blackspot upgrades to the Miller/Shepperton intersection. | Technical Services | Infrastructure Operations | | | | | Integrated Movement Network Strategy 2013 | EN3.1.4 |  |
| 7.14 | Advocate for the creation of a pedestrian crossing at Taylor Street, Canning Highway, and Gloucester Street. | Technical Services | Place Planning | | | | | Public Open Space Strategy 2019 | |   |
| 7.15 | Investigate the development of a Laneway Improvement Program (including lighting) for laneways running adjacent to Albany Highway. | Place Planning | Technical Services Infrastructure Operations | | | | | Activity Centre Strategy 2018 | |     |



EAST VICTORIA PARK PLACE PLAN

An Introduction to East Victoria Park

East Victoria Park is a vibrant and diverse place where residential suburbs, key community assets and urban commercial streets combine.

The Albany Highway strip forms a central active spine for the area drawing in surrounding residents to shop, socialise and enjoy the lively street environment. Important community assets are based in East Victoria Park including Leisurelife, Aqualife, Victoria Park Library, Edward Millen House and Reserve, Higgins Park sporting precinct and John Macmillan Park. These community assets and the Albany Highway strip attract people from across the town and beyond and provide an abundance of amenity to enrich the lives of the vibrant local community.



Snapshot

HISTORIC

Pre-Settlement

The Noongar people are the original inhabitants of the south-west of Western Australia, with Whadjuk being the language group for the area now known as the Town of Victoria Park. The Whadjuk people have a close connection to this country and the Derbarl Yerrigan (Swan River). The provision of fresh water and hunting grounds made the banks of the Derbarl Yerrigan regular camping spots.

Post-Settlement

1830

5320 acres of land in the vicinity of East Victoria Park, Welshpool and Queens Park (Canning Loc.2) granted to James McDermott.

1841

The first Causeway Bridge (known then Perth Bridge) was completed linking the Victoria Park area with the other side of the river



1897

Victoria Park attained municipality status with Captain Robert Thompson McMaster elected as the first Mayor, population 1,197.

1905

The first tram to cross the Causeway from Victoria Park into Perth was sent off by a crowd of school children and teachers.

1912

Mint Street railway station opened. In October the same year it was renamed East Victoria Park, and then Carlisle Station in 1919.

1917

Victoria Park officially joined the Perth City Council, with a population of 5000.



1977

The Park shopping centre constructed on the old East Victoria Park Primary School site.

1966

Somerset swimming pool opened.

1940

Albany Road became Albany Highway.

1994

Town of Shepperton (later renamed Victoria Park) proclaimed as an outcome of the 1993 Perth City Council Restructuring Act.

2005

Formal launch of the Leisurelife Centre, formerly the Park Recreation Centre.

2006

Official opening of the Aqualife Centre, formerly Somerset Pool.

2014

Minister for Local Government announced that Town of Victoria Park, City of South Perth, the Burswood Peninsula and a portion of City of Canning will amalgamate. The 2015 referendum did not receive the required 50% support.

Snapshot

DEMOGRAPHIC

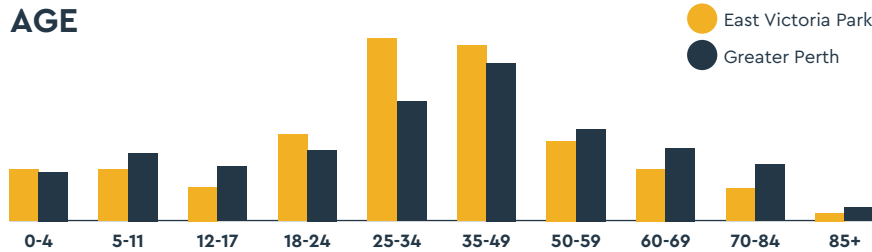
POPULATION FORECAST

▲ **1,024** BY 2036

MEDIAN AGE

 **35** YRS

AGE



GENDER

50%  **50%** 



CURRENTLY MARRIED
40.5% vs **49%**
EAST VIC PARK vs GREATER PERTH



NEVER MARRIED
45.4% vs **35.4%**
EAST VIC PARK vs GREATER PERTH



COUPLES WITHOUT CHILDREN
44.4% vs **37.5%**
EAST VIC PARK vs GREATER PERTH



FLATS OR APARTMENTS
17.1% vs **5.7%**
EAST VIC PARK vs GREATER PERTH



BACHELOR OR HIGHER DEGREE
34.1% EAST VIC PARK vs **22.9%** GREATER PERTH

PARENTS EMPLOYED

NEITHER WORKING **9.5%** vs **17.2%** **BOTH FULL TIME** **26.3%** vs **19.8%**
EAST VIC PARK vs GREATER PERTH vs EAST VIC PARK vs GREATER PERTH

TOP 5 COUNTRIES OF BIRTH



1.9% ABORIGINAL AND/OR TORRES STRAIT ISLANDER

ECONOMIC



2016 EMPLOYED RESIDENTS

91.6% EAST VIC PARK vs **91.9%** GREATER PERTH vs **91.4%** TOWN OF VIC PARK

2019 DEVELOPMENT APPLICATIONS APPROVED

345 TOWN OF VIC PARK vs **94** EAST VIC PARK 

MOST COMMON INDUSTRIES IN 2016



PROFESSIONALS RESIDENTS
30.7% vs **22.2%**
EAST VIC PARK vs GREATER PERTH

INCOME

\$1,000 OR MORE WEEKLY
38.9% EAST VIC PARK vs **35.2%** GREATER PERTH 

CAR OWNERSHIP

NO CAR **7.3%** vs **4.9%**
EAST VIC PARK vs GREATER PERTH 

*All data sourced from the Australian Bureau of Statistics, 2016 Census.

Snapshot

ENVIRONMENT

As with the much of the Town of Victoria Park, East Victoria Park is located within the Bassendean Dune System of the Swan Coastal Plain. These white-grey sands dunes create an undulating landscape across the suburb.

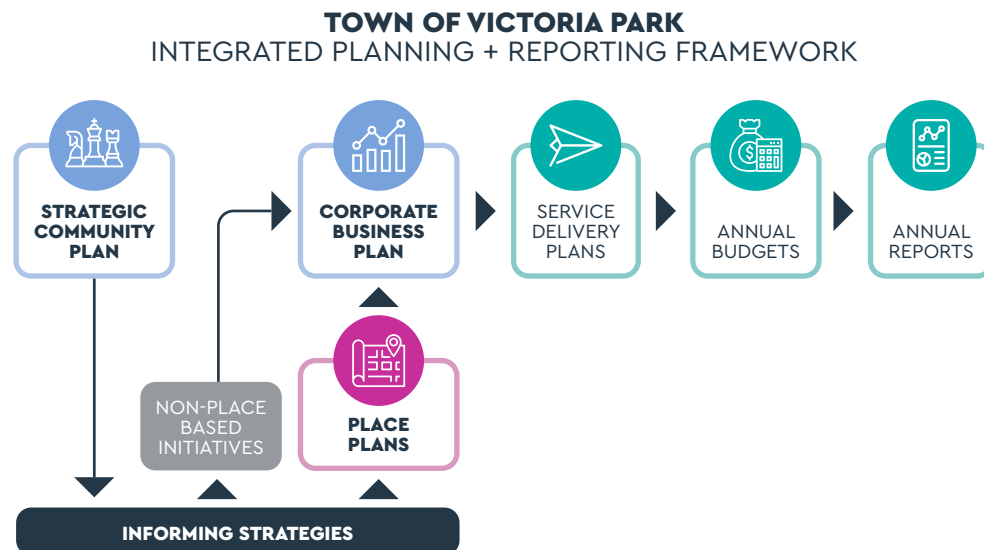
East Victoria Park has largely been cleared during its development and only contains one small bushland reserve; Hill View Bushland. Smaller remaining sites with indigenous flora largely consist of individual trees or small stands on roadsides, parks and sumps. Kent Street is an important ecological corridor as it is adjacent to the Kensington Bushland in Victoria Park and connects to a wider pathway linking the Swan and Canning Rivers. The few remaining bushland areas provide a variety of food and shelter resources for birds, reptiles, amphibians and some mammals (eg. bats, possums and introduced mammals). This limited remaining vegetation is an ecologically and culturally valuable asset to East Victoria Park.



The Purpose of Place Plans & How They Have Been Created

The Place Plans provide a 'place filter' on the Town's suite of Informing Strategies to create a clear 'work list' for each of the neighbourhoods within the Town.

The Place Plans directly inform the Town's Corporate Business Plan, which is a requirement for all Local Governments. An outline of the role of the Place Plans in the Town's Integrated Planning and Reporting Framework is provided below.



The Place Plans are action plans that clearly demonstrate what is planned to be delivered in each neighbourhood across the entire organisation. This provides a clear, one-stop shop for the community to access critical information about their neighbourhood, while also providing the means for a cross-departmental approach to the delivery of great place outcomes.

The Place Plans organise the range of projects and initiatives identified for each neighbourhood across all of the Town's suite of strategic documents and plans. These projects are cross checked against the direction set in the Town's Strategic Community Plan, other Strategies, current data and best practice to ensure they are relevant. The list of Town Strategies and Plans that have been reviewed are contained in Volume 1 – Town Wide.

Some of the Town's strategies and plans provide high level guidance for the direction and type of work the Town should be undertaking, while others provide very specific place actions.

The Place Plans provide a critical cross-departmental lens on these strategies and plans. Clear, detailed and relevant projects are carried over, while high level strategic statements are, where appropriate, extrapolated into clearer projects. This ensures that the Place Plans contain clear, actionable projects that can be planned, budgeted and delivered.

The level of consultation and community involvement will be delivered as appropriate for each project in accordance with the Town's Policies. Every project is different and the level of community engagement and involvement will be assessed on a project-by-project basis.

Reading this Document

Each project is explained using the following three step process



STEP 1 DIAGNOSIS



STEP 2 ANALYSIS



STEP 3 SOLUTION



STEP 4 STRATEGIC CATEGORY

Actions might be delineated with one or more of the following icons, demonstrating that the action is linked to or is fulfilling a key strategic focus of the Town.

Covid-19 Strategy

These projects will contribute to the economic recovery of the Town following the Covid-19 pandemic emergency

S Survive **R** Revive **T** Thrive

SOCIAL RECOVERY

- S1** Maintain the social fabric of our community
- R1** Reconnect our local community
- T1** Re-imagining the community

ECONOMIC RECOVERY

- S2** Maintain our local economy
- R2** Reactivate the local economy
- T2** A new and revived local economy

Other categories:



GREENING

This is a project that will contribute to the Town's strong focus on greening and increasing canopy coverage.



ADVOCACY REQUIRED

This project requires advocacy at multiple levels to attract funding and/or support from State or Federal Government.



CLIMATE CHANGE ADAPTATION & MITIGATION

This project will be a significant contributor to the Town's climate change adaptation and mitigation efforts.



SUMMER STREET PARTY IN THE HEART OF EAST VICTORIA PARK

Action 8.01

East Victoria Park Place Group



Giving community the power to improve their place and run activities that bring people together makes happier and healthier communities.



Place Groups are collectives of local residents, businesses and others who come together to make many small changes to their place over time. They can develop their own plan of action and apply for grant funding from the Town and other bodies. They can raise funds to spend on their place.



Facilitate the creation of an East Victoria Park Town Team or Place-Based Organisation.



R1 T1 R2 T2

Action 8.02

Activate The Streets



Continued activation of the streets through small, medium and large scale events is needed.



Events are important in bringing together different parts of a community. The Summer Street Party does this by bringing together local community groups, schools, businesses and residents to showcase the best of the Victoria Park neighbourhood.

This event activates East Victoria Park in a format different to day to day business by allowing the streets to be taken over by people. The Town should ensure this continues in future years and should support businesses in capitalising on the exposure provided by this event. Smaller and medium street activation projects should also be planned and implemented, preferably in collaboration or led by the local business and resident community.



Host the Summer Street Party on Albany Highway and facilitate small and medium street activation.



S1 R1 R2



EDWARD MILLEN PARK



HIGGINS PARK

Action 8.03

Improving Public Space To Support Future Use of Edward Millen House



Edward Millen Park can be significantly improved to make it more useable and support the future use of Edward Millen House.



The Edward Millen House is a cherished building within the Town of Victoria Park but has been underused for some time. The Town has prepared a Masterplan for the Park to support the adaptive reuse of Edward Millen House while also improving the amenity of the public space.

The Masterplan looks to improve the day to day passive use of the site, including walking paths and children's playgrounds, while increasing the appeal of the park as a regional attractor. Developing the Detailed Design from this Masterplan is the next step toward construction works.



Prepare Edward Millen Park Masterplan Detailed Designs.



Action 8.04

Efficient Use Of Recreational Space at Higgins Park



The Town has limited formal recreational space, resulting in some clubs not having sufficient space for their sporting needs.



The Town is home to many district level sporting clubs, but only has a limited number of sporting grounds available. The Town needs to make the most of the sporting fields it has to ensure local sporting clubs continue to operate locally. Additionally, the future of some clubs within the Town is dependent on the supply of additional grounds.

Detailed master planning of Higgins Park and Playfield Reserve will result in options illustrating how the site can be optimised. The options will consider current passive uses, current sporting uses and potential future sporting uses. The preferred option will then be used as a tool to determine funding sources to proceed to Detailed Design and ultimately construction.



Develop a Masterplan and Detailed Designs for Higgins Park and Playfield Reserve.





CELEBRATION AT MACMILLAN PARK



NEWLY UPGRADED LANEWAY IN EAST VICTORIA PARK

Action 8.05 Macmillan Precinct Masterplan



The John Macmillan precinct is a key, central space with significant importance to East Victoria Park. Many of the existing assets are aging and in need of attention. The precinct has potential to cater for many more community needs.



The Macmillan Precinct is the heart of East Victoria Park and the home of many popular Council services, community clubs and events. As the Town's population continues to grow and change, these services need to continue to meet the evolving community needs.

This involves addressing space shortages in the Library, changing demand for facilities and programs at Lesuirelife, and rising maintenance costs for ageing buildings which will require significant upgrades in the next 5 to 10 years.

To ensure the Town has a plan for all the assets, facilities and services within the Macmillan Precinct, a masterplan should be developed to guide the future land uses of the site.



Prepare the Macmillan Precinct Masterplan.



Action 8.06 Laneway Improvement Program



The laneways that run parallel to Albany Highway are not well cared for.



Albany Highway is supported by a number of laneways that service the back of house needs of many of the businesses along the strip. These laneways are unattractive, not well lit, and not well cared for by the businesses that use them. As a result, they do not seem like comfortable or safe places to spend time in.

There is opportunity to beautify these laneways, improve the lighting and work with local businesses to enable and encourage them to use the laneways more productively. Where possible, businesses will be encouraged to open onto and use the laneway.



Investigate the development of a Laneway Improvement Program (including lighting) for laneways running adjacent to Albany Highway.



Action 8.07

Etwell Street Local Centre Improvement



The Town has prepared a Concept Plan for the Etwell Street Local Centre, which should be implemented.



The Etwell Street Local Centre is currently restricted by the poor quality of the public realm and private built form. Collectively, a self-forming group of local residents, business owners, landowners, Town of Victoria Park staff and Elected Members guided the vision and concept design to upgrade the public realm of this Local Centre. The Concept Plan created looks to improve the safety, movement, activation and amenity, and beautification of the area. Upgrading the Etwell Street Local Centre in accordance with this plan will significantly improve this area.



Prepare Detailed Design and seek funding to upgrade the Etwell Street Local Centre in accordance with the approved Concept Plan.



T1 R2 T2



BUSY ALBANY HIGHWAY IN EAST VICTORIA PARK

Action 8.08

Incremental transformation of Albany Highway through Micro Projects



The Albany Highway public realm is tired and improvements are required to improve pedestrian comfort and support the local economy.



Albany Highway is well known for its myriad of independent businesses and as a foodie hot spot. The street however faces increasing challenges to remain competitive in tough economic conditions. The public realm and the functionality of the street plays a role in attracting people to the strip, strengthening its identity and creating distinct points of difference. By providing an inviting and comfortable public realm, people are more likely to linger longer and spend time amongst the local businesses.

The East Victoria Park end of Albany Highway is significantly lacking in street trees and planting in general, could be improved by de-cluttering signage and implementing a consistent street furniture palette as well as being open to accommodating other innovative opportunities that improve the user experience. These incremental improvements should be accommodated by a more agile approach to the Town's Capital Works program as well as capitalising on the significant commitment to the implementation of the Urban Forest Strategy. Incremental improvements mixed in with more significant improvements emerging from future Precinct Plans and the Old Space New Places program is in accordance with the Public Open Space Strategy and Activity Centre's Strategy.



Incrementally transform the Albany Highway public realm through a range of micro projects



R1 R2 T2

Action 8.09

Kent St Cycling And Ecological Corridor



Kent Street is a key corridor to and through the Town, however both its ecological character and cycling infrastructure could be improved.



Kent Street has been identified as an important multi-functional, urban corridor within many of the Town's key strategic plans, including the Integrated Movement Network Strategy.

The street as it is currently, does not provide adequate infrastructure to ensure the safety for and use by cyclists. The wide nature of this street could accommodate significantly improved cycling amenity. Creating a safe, convenient and attractive cycling route along Kent Street will help connect people to Albany Highway and Curtin University.

Additionally, Kent Street is a part of a larger key ecological corridor linking the Swan and Canning Rivers, through Curtin University to the Burswood Peninsula. As identified in the Town's Public Open Space Strategy, the road verge is not usable recreational space, so should have turf removed and be completely revegetated. As the Town's primary ecological pathway, it is an important corridor to native wildlife, and an increased focus on planting local natives would support safe movement. This is supported by Curtin University's Living Stream Project and the Canning corridor plan.



Prepare a design that improves the cycling environment and creates an ecological corridor for Kent Street between Jarrah Road and Albany Highway.



Action 8.10

Oats Street Cycling Infrastructure



Despite being an important cycling route in the Town, the cycling environment on Oats street is unsafe and unattractive for bicycle users.



Oats Street is a key cycling route connecting people between the Town's activity centres and the broader south eastern region. However, the cycling environment on Oats street is unsafe and unattractive for cyclists.

Creating a safe, convenient and attractive cycling environment on Oats Street will help connect people to Oats Street Station, Albany Highway and Curtin University.



Prepare a design that creates an improved cycling environment on Oats Street.



Action 8.11

Night-time bus services along Albany Highway



There are limited night-time bus services along Albany Highway.



A significant number of businesses along Albany Highway are reliant on night-time visitors to the area. Many of these visitors utilise public transport to get to Albany Highway, however night-time buses are limited.

Whilst the Town does not provide bus services, advocacy to the Department of Transport for improved night-time bus services along Albany Highway is needed. This would help to increase access to local businesses and support the night-time economy.



Advocate for improved night-time bus services along Albany Highway.



EAST VICTORIA PARK HAS A STRONG NIGHT-TIME ECONOMY



THE STATE HERITAGE LISTED EDWARD MILLEN HOUSE

Action 8.12
Advocate for Trackless Trams



Trams are a more permanent, attractive and economically impactful form of public transport than buses.



The Towns Integrated Movement Network Strategy sets out the Towns aspirations for a safe, well connected and sustainable transport system. This transport system features the introduction down Albany Highway, connecting the Causeway East interchange and Curtin University.

The Town should continue to support and advocate for light rail on Albany Highway, where the focus is on activation and access.



Advocate for a Trackless Tram route on Albany Highway.



Action 8.13
Adaptive Reuse of Edward Millen House



The Edward Millen House is an important feature in the Town of Victoria Park that is currently sitting unused and in need of restoration.



The Edward Millen site has long been a part of the East Victoria Park identity. Built in 1911, the original Edward Millen House and its surrounds has a rich and colourful history providing health services for the Perth community and is now a State Heritage listed building.

In 2006, the Town of Victoria Park was gifted the Edward Millen Site from the State Government. The Town has undertaken maintenance works and hosted a small number of community events on the site, however the age and disrepair of the house has led to its closure.










The Town should look to find the right use for the house that brings a mix of commercial and community uses to the site, while also meeting the many heritage requirements for its much needed restoration.











Facilitate the adaptive reuse of the Edward Millen House.













Action 8.14
Train Station Precinct Plans

-  As part of the METRONET upgrades to Carlisle Station and Oats Street Station, the Town is seeking to partner with the state government to create station Precinct Plans.
-  New Train Stations and rail configurations at Carlisle and Oats Street Station as part of the States METRONET program provide an opportunity to deliver redevelopment train station precincts, with new residential and commercial development, public open space, upgraded public open space and community facilities.
-  Prepare a Station Precinct Plan for Carlisle Station and Oats Street Station Precincts in partnership with METRONET.
-      

Action 8.15 + 8.16
Level Crossing Removal

-  Level crossings in place at Carlisle and Oats St Stations could be improved by implementing grade separation.
-  METRONET are proposing upgrades to the existing level crossings at both Carlisle and Oats Street Stations. Level crossings can be dangerous with trains sharing a crossing with vehicles, cyclists and pedestrians. Removing level crossings can reduce congestion for vehicles while also improving travel time reliability and safety for all users.
The Town should collaborate with the Public Transport Authority to deliver grade separated pedestrian crossings as part of station redevelopment works.
-  Partner with METRONET to design grade-separation of Oats Street and the railway and redevelopment of the Oats Street Station.
Partner with METRONET to design grade-separation of Archer and Mint Street and the railway line and redevelopment of Carlisle Station.
-     

Action 8.17
Albany Highway Precinct Plans





-  The planning framework that guides development on Albany Highway is outdated and does not provide clear direction for its future.
-  There is a need to update the Towns planning framework to provide for a modern and responsive approach to the planning of the three town centres along Albany Highway. A Precinct Plan for the East Victoria Park Town Centre will provide the necessary updates to the planning framework to allow the envisaged growth and development in the Local Planning Strategy.
-  Prepare an East Victoria Park Town Centre Precinct Plan to guide updates to the Local Planning Scheme and Local Policy Framework.
-       

Action 8.18
Greening Isaia Corner

-  Isaia Corner is located on a key intersection at the entrance to East Victoria Park but is underutilised.
-  Isaia Corner is a key location to assist in incrementally transforming Albany Highway into an Active Park Street. Located on the corner of Albany Highway and Miller Street, the passive micro park is adjacent to the café strip and could support these uses. Isaia Corner could incorporate wayfinding, signage and interpretation to integrate the space to the broader Park Street.
As identified in the Town's Public Open Space Strategy, the turf can be consolidated into a single usable space and incorporate native garden beds along the boundary to hedge against the road. This park can look to increase the overall tree canopy coverage within the Town to align with the Urban Forest Strategy.
-  Undertake greening improvements to Isaia Corner.
-  





Action 8.19

Undergrounding Power

| | |
|---|--|
|  | Areas of East Victoria Park still have overhead power lines that affect the attractiveness and walkability of the streetscape. |
|  | The majority of the overhead power lines across the Town have been converted to underground power supply. Portions of East Victoria Park have not yet been undergrounded and the Town has sought to engage in the State Underground Power Program. There is a commitment to underground power in the remaining area of East Victoria Park, east of Miller Street. By undergrounding power in these areas, it is expected that there would be greater reliability in power supply, better street lighting, a reduction in tree pruning meaning the tree canopy can reach maturity, and removal of overhead power lines. This results in more walkable streets. |
|  | Implement the State Underground Power Program through East Victoria Park (east of Miller Street). |
|  | |

Action 8.20

Improve the Miller Street and Shepperton Road intersection

| | |
|---|---|
|  | The intersection at Miller Street and Shepperton Road is unsafe. |
|  | The Miller Street and Shepperton Road intersection is a four way intersection controlled by traffic signals. Due to a number of crashes occurring at the intersection, the Town will seek support and funding from Main Roads WA to address the safety of the intersection and make necessary upgrades. |
|  | Advocate for Blackspot upgrades to the Miller/Shepperton intersection. |
|  | |





Action 8.21

Archer/Mint Streetscape Improvement Plan

| | |
|---|---|
|  | Archer and Mint Street has an inconsistent streetscape and must serve a variety of purposes as the community changes and surrounding infrastructure is upgraded. |
|  | Archer and Mint Street is the main thoroughfare connecting people to Carlisle Station, the Carlisle Town Centre and the East Victoria Park Town Centre. It also serves an important regional transport function connecting to Orrong Road and Shepperton Road. With the removal of the level crossing, a redevelopment of Carlisle Station and an upgrade to Orrong Road, it is important for the Town to plan for upgrades to Archer and Mint Street. This upgrade will ensure the street meets the needs of current and future community and is a safe, vibrant and attractive place for everyone. |
|  | Prepare Archer Street and Mint Street Streetscape Improvement Detailed Designs |
|  | |

Action 8.22

Higgins Park Tennis Club

| | |
|---|--|
|  | With the intended relocation of the Victoria Park Croquet Club to Higgins Park, upgrades to the Higgins Park Tennis Courts are required. |
|  | The Town's strategic direction identifies the co-location of sporting and community groups, where possible, as a preferred solution for long-term financial management of the Town's assets. The Town have identified the opportunity to co-locate the Victoria Park Croquet Club and the Higgins Park Tennis Courts in the same location on Higgins Park. To accommodate for the introduction of croquet at Higgins Park, the existing courts require upgrades to lighting and surface infrastructure. |
|  | Undertake upgrades to the Higgins Park Tennis Courts. |
|  | |



HIGGINS PARK TENNIS COURTS

Action 8.23 Support Food Market Initiatives



The Friday Night Hawkers Market does not have an ongoing operator.



Hawkers Market are a unique format to bring communities together over a celebration of food. The Town has seen the Friday Night Hawkers Markets run successful for many years. The Friday Night Hawkers Market is now without a permanent operator and the Town should look to procure an operator to ensure the continued delivery of these events.















Undertake an open process to procure an operator to run the Friday Night Hawkers Markets.



R1 R2

Volume 8 East Victoria Park Action List

| KEY ACTION/PROJECT | RESPONSIBLE TEAM | SUPPORT TEAM | TIMING *all timing to be determined | | | | STRATEGIC ALIGNMENT | CORPORATE BUSINESS PLAN | CATEGORY | |
|--------------------|--|----------------------------------|--|---------|-------|-------|---------------------|--|----------|--|
| | | | 20/21 | 21/22 | 22/23 | 23/24 | | | | |
| 8.01 | Facilitate the creation of an East Victoria Park Town Team or Place-Based Organisation. | Place Planning | Community Development | Ongoing | | | | Community Charter | | |
| 8.02 | Host the Summer Street Party on Albany Highway and facilitate small and medium Street activation. | Community Development | Place Planning Technical Services | | | | | Nil | | |
| 8.03 | Prepare Edward Millen Park Masterplan Detailed Designs. | Property Development and Leasing | Place Planning Infrastructure Operations Project Management Office Technical Services | | | | | Land Asset Optimisation Strategy 2013 Public Open Space Strategy 2019 Edward Millen Park Masterplan 2020 | | |
| 8.04 | Develop a Masterplan and Detailed Designs for Higgins Park and Playfield Reserve. | Place Planning | Project Management Office | | | | | Public Open Space Strategy 2019 Corporate Business Plan | EN6.2.2 | |
| 8.05 | Prepare the Macmillan Precinct Masterplan. | Project Management Office | Place Planning Stakeholder Relations | | | | | Corporate Business Plan | EN3.3.7 | |
| 8.06 | Investigate the development of a Laneway Improvement Program (including lighting) for laneways running adjacent to Albany Highway. | Place Planning | Technical Services Infrastructure Operations | | | | | Activity Centre Strategy 2018 | | |
| 8.07 | Prepare Detailed Design and seek funding to upgrade the Etwell Street Local Centre in accordance with the approved Concept Plan. | Project Management Office | Technical Services Place Planning | | | | | Etwell Street Local Centre Revitalisation Plan 2019 | CL3.3.2 | |

| KEY ACTION/PROJECT | | RESPONSIBLE TEAM | SUPPORT TEAM | TIMING *all timing to be determined | | | | STRATEGIC ALIGNMENT | CORPORATE BUSINESS PLAN | CATEGORY |
|--------------------|---|----------------------------------|---|--|-------|-------|-------|--|-------------------------|--|
| | | | | 20/21 | 21/22 | 22/23 | 23/24 | | | |
| 8.08 | Incrementally transform the Albany Highway public realm through a range of micro projects. | Place Planning | Infrastructure Operations Technical Services | | | | | Urban Forest Strategy 2018 Town of Victoria Park Urban Design Study 2000 Activity Centre Strategy 2018 Streets Ahead Action Planning: Albany Highway Urban Public Spaces 2019 – 2022 Public Open Space Strategy 2019 City of South Perth and Town of Victoria Park Joint Bicycle Plan 2018 Integrated Movement Network Strategy 2013 | EN3.1.4 | R1 R2 T2  |
| 8.09 | Prepare a design that improves the cycling environment and creates an ecological corridor for Kent Street between Jarrah Road and Albany Highway. | Technical Services | Place Planning | | | | | City of South Perth and Town of Victoria Park Joint Bicycle Plan 2018 Integrated Movement Network Strategy 2013 Public Open Space Strategy 2019 Urban Forest Strategy 2018 | EN3.1.4 | T1  |
| 8.10 | Prepare a design that creates an improved cycling environment on Oats Street. | Technical Services | Place Planning | | | | | City of South Perth and Town of Victoria Park Joint Bicycle Plan 2018 Integrated Movement Network Strategy 2013 | EN3.1.4 | T1   |
| 8.11 | Advocate for improved night-time bus services along Albany Highway. | Technical Services | Place Planning | Ongoing | | | | Integrated Movement Network Strategy 2013 | EN3.1.4 | R1 R2 T2  |
| 8.12 | Advocate for a Trackless Tram route on Albany Highway. | C-Suite | Technical Services | Ongoing | | | | Integrated Movement Network Strategy 2013 | EN3.1.4 | T1 T2   |
| 8.13 | Facilitate the adaptive reuse of the Edward Millen House. | Property Development and Leasing | Place Planning | Ongoing | | | | Land Asset Optimisation Strategy 2013 | EN3.2.1 | T1 R2 T2   |
| 8.14 | Prepare a Station Precinct Plan for Carlisle Station and Oats Street Station Precincts in partnership with METRONET. | Place Planning | Urban Planning Technical Services Stakeholder Relations | Ongoing | | | | Draft Local Planning Strategy 2020 | | T1 T2    |

| KEY ACTION/PROJECT | | RESPONSIBLE TEAM | SUPPORT TEAM | TIMING *all timing to be determined | | | | STRATEGIC ALIGNMENT | CORPORATE BUSINESS PLAN | CATEGORY |
|--------------------|--|---------------------------|---|--|-------|-------|-------|---|-------------------------|----------|
| | | | | 20/21 | 21/22 | 22/23 | 23/24 | | | |
| 8.15 | Partner with METRONET to design grade-separation of Oats Street and the railway and redevelopment of the Oats Street Station. | Place Planning | Technical Services Stakeholder Relations | Ongoing | | | | Integrated Movement Network Strategy 2013 | EN1.1.9 | |
| 8.16 | Partner with METRONET to design grade-separation of Archer and Mint Street and the railway line and redevelopment of Carlisle Station. | Place Planning | Technical Services Stakeholder Relations | Ongoing | | | | Integrated Movement Network Strategy 2013 | EN3.1.4 | |
| 8.17 | Prepare an East Victoria Park Town Centre Precinct Plan to guide updates to the Local Planning Scheme and Local Policy Framework. | Place Planning | Urban Planning | | | | | Draft Local Planning Strategy 2019 | EN3.1.4 | |
| 8.18 | Undertake greening improvements to Isaia Corner. | Place Planning | Infrastructure Operations | | | | | Urban Forest Strategy 2018 Public Open Space Strategy 2020 | EN1.1.11 | |
| 8.19 | Implement the State Underground Power Program through Victoria Park East (east of Miller Street). | Technical Services | Western Power | | | | | Integrated Movement Network Strategy 2013 | | |
| 8.20 | Advocate for Blackspot upgrades to the Miller/Shepperton intersection. | Technical Services | Infrastructure Operations Place Planning | | | | | Public Open Space Strategy 2019 | | |
| 8.21 | Prepare Archer Street and Mint Street Streetscape Improvement Detailed Designs. | Place Planning | Technical Services Infrastructure Operations | | | | | Public Open Space Strategy 2019 | EN1.1.5 | |
| 8.22 | Undertake upgrades to the Higgins Park Tennis Courts. | Infrastructure Operations | | | | | | Council Resolution | | |
| 8.23 | Undertake an open process to procure an operator to run the Friday Night Hawkers Markets. | Place Planning | Community Development | | | | | Nil | | |



VOLUME
9

ST JAMES
PLACE PLAN

An Introduction to St James

St James is primarily a residential neighbourhood with many established trees and local parks. The neighbourhood focal point is a bustling centre on Albany Highway with a number of major retailers and local businesses on offer.



Snapshot

HISTORIC

Pre-Settlement

The Noongar people are the original inhabitants of the south-west of Western Australia, with Whadjuk being the language group for the area now known as the Town of Victoria Park. The Whadjuk people have a close connection to this country and the Derbarl Yerrigan (Swan River). The provision of fresh water and hunting grounds made the banks of the Derbarl Yerrigan regular camping spots.

Post-Settlement

1830

5320 acres of land in the vicinity of East Victoria Park, Welshpool and Queens Park (Canning Loc.2) granted to James McDermott.

1917

Victoria Park officially joined the Perth City Council. Mr Charles Harper the last mayor of the municipality.



1940

Albany Road became Albany Highway.

1944

State housing commission embarks on an extensive building programme in St James.

1993

Town of Shepperton (later renamed Victoria Park) proclaimed as an outcome of the 1993 Perth City Council Restructuring Act.



1929

The land in the St James Park Residential estate was first released. The portion within the Town of Victoria Park was mainly developed late 1950's / early 1960's.

1957

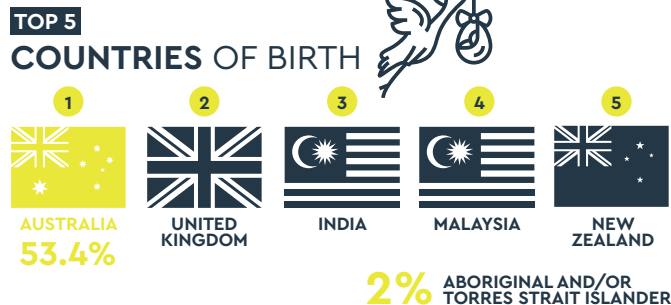
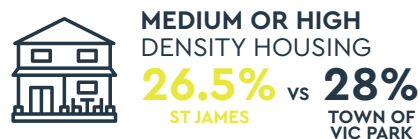
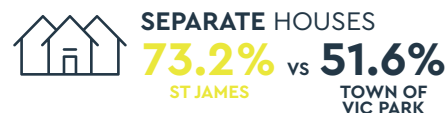
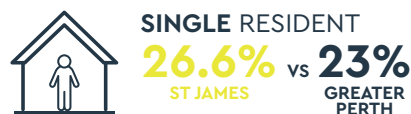
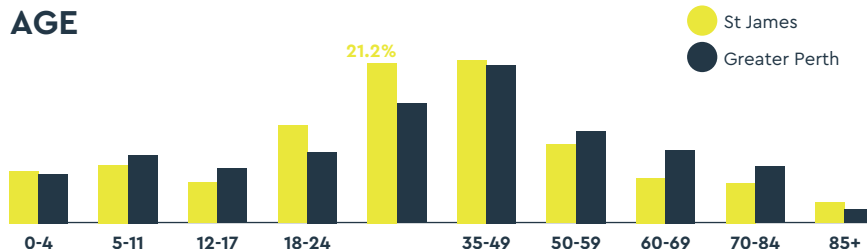
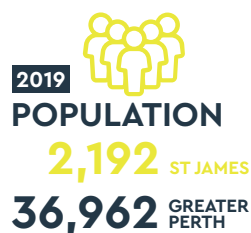
The northern section of Bentley officially designated as belonging to the postal district of St James.



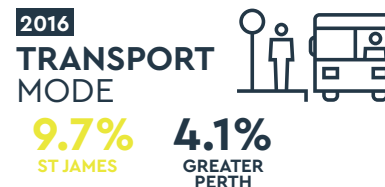
The Millen Primary School, Edward Millen House and Reserve, Higgins Park Tennis Club and Victoria Park RSL are all located along the current boundary of St James

Snapshot

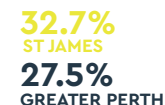
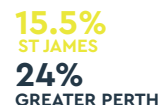
DEMOGRAPHIC



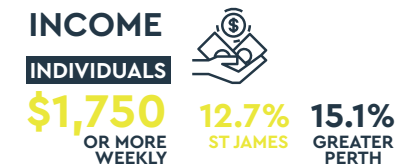
ECONOMIC



2016 COMMON INDUSTRIES



2016 OCCUPATION



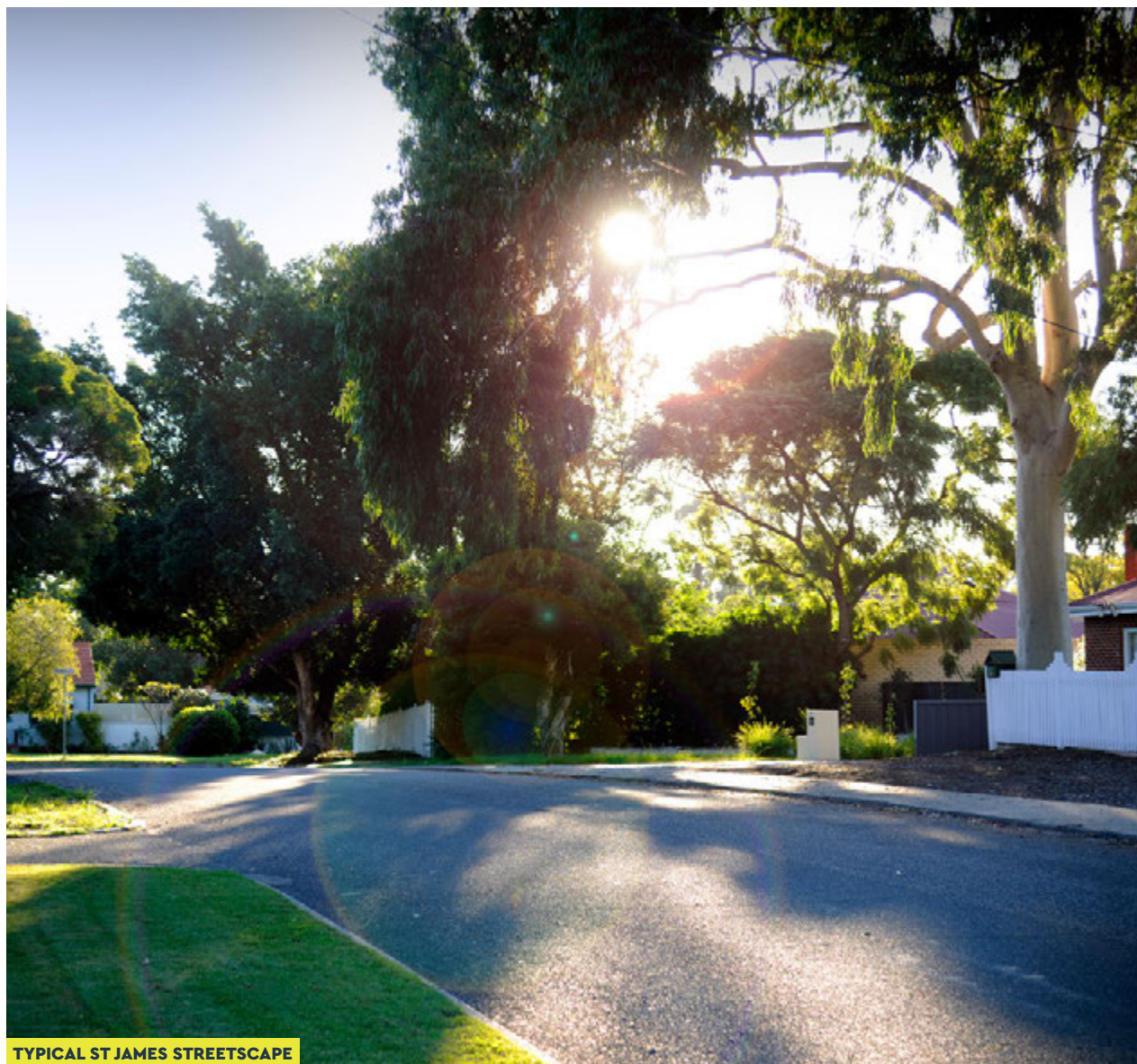
*All data sourced from the Australian Bureau of Statistics, 2016 Census.

Snapshot

ENVIRONMENT

The Hillview Terrace Bushland is an area of remnant bushland near the St James border. This bushland is representative of the banksia woodland that once covered St James. This vegetation complex is associated with the Bassendean Dunes System of the Swan Coastal Plain. The key tree species in this vegetation complex includes Banksia, Marri, Jarrah, Xanthorrhoea (grass trees), Eucalyptus rudis and Eucalyptus todtiana. The banksia woodland ecosystem is highly diverse and is a key contributor to the South Western Australia global biodiversity hot spot.

St James is an urbanised suburb and contains no distinct or protected remnant vegetation areas. The parks, street trees and pockets of vegetation within St James host a range of fauna species including the threatened Carnaby's Cockatoo. The low density residential development, high number of parks, and wide spacious streetscapes provide an opportunity for St James to contain quality green infrastructure throughout the suburb and be an exemplar for urban ecology within the region.

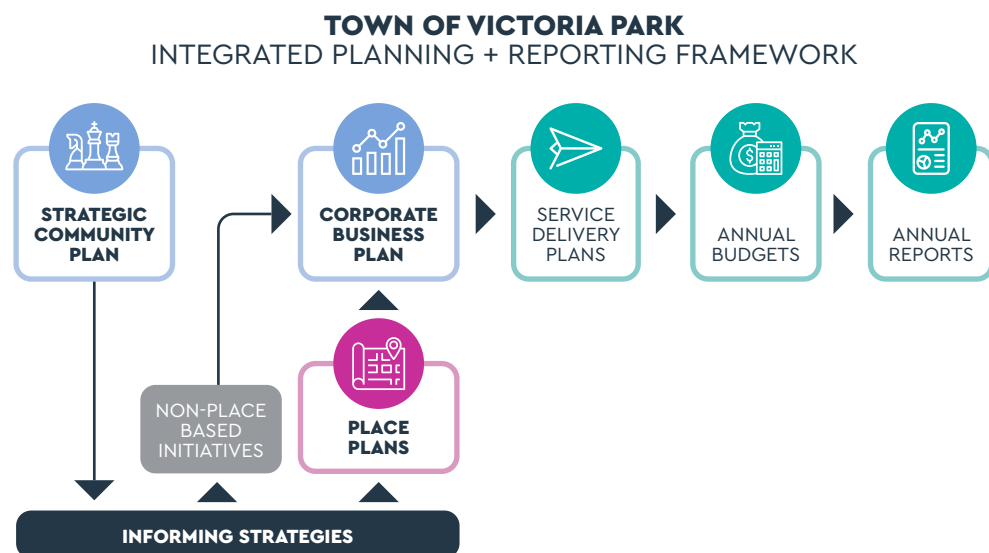


TYPICAL ST JAMES STREETScape

The Purpose of Place Plans & How They Have Been Created

The Place Plans provide a 'place filter' on the Town's suite of Informing Strategies to create a clear 'work list' for each of the neighbourhoods within the Town.

The Place Plans directly inform the Town's Corporate Business Plan, which is a requirement for all Local Governments. An outline of the role of the Place Plans in the Town's Integrated Planning and Reporting Framework is provided below.



The Place Plans are action plans that clearly demonstrate what is planned to be delivered in each neighbourhood across the entire organisation. This provides a clear, one-stop shop for the community to access critical information about their neighbourhood, while also providing the means for a cross-departmental approach to the delivery of great place outcomes.

The Place Plans organise the range of projects and initiatives identified for each neighbourhood across all of the Town's suite of strategic documents and plans. These projects are cross checked against the direction set in the Town's Strategic Community Plan, other Strategies, current data and best practice to ensure they are relevant. The list of Town Strategies and Plans that have been reviewed are contained in Volume 1 – Town Wide.

Some of the Town's strategies and plans provide high level guidance for the direction and type of work the Town should be undertaking, while others provide very specific place actions.

The Place Plans provide a critical cross-departmental lens on these strategies and plans. Clear, detailed and relevant projects are carried over, while high level strategic statements are, where appropriate, extrapolated into clearer projects. This ensures that the Place Plans contain clear, actionable projects that can be planned, budgeted and delivered.

The level of consultation and community involvement will be delivered as appropriate for each project in accordance with the Town's Policies. Every project is different and the level of community engagement and involvement will be assessed on a project-by-project basis.

Reading this Document

Each project is explained using the following three step process



STEP 1 DIAGNOSIS



STEP 2 ANALYSIS



STEP 3 SOLUTION



STEP 4 STRATEGIC CATEGORY

Actions might be delineated with one or more of the following icons, demonstrating that the action is linked to or is fulfilling a key strategic focus of the Town.

Covid-19 Strategy

These projects will contribute to the economic recovery of the Town following the Covid-19 pandemic emergency

- S** Survive **R** Revive **T** Thrive

SOCIAL RECOVERY

- S1** Maintain the social fabric of our community
- R1** Reconnect our local community
- T1** Re-imagining the community

ECONOMIC RECOVERY

- S2** Maintain our local economy
- R2** Reactivate the local economy
- T2** A new and revived local economy

Other categories:



GREENING

This is a project that will contribute to the Town's strong focus on greening and increasing canopy coverage.



ADVOCACY REQUIRED

This project requires advocacy at multiple levels to attract funding and/or support from State or Federal Government.



CLIMATE CHANGE ADAPTATION & MITIGATION

This project will be a significant contributor to the Town's climate change adaptation and mitigation efforts.



ST JAMES TOWN CENTRE

Action 9.01

St James Place Group



Giving community the power to improve their place and run activities that bring people together, makes happier and healthier communities.



Place Groups are collectives of local residents, businesses and others who come together to making many small changes to their place over time. They can develop their own plan of action and apply for grant funding from the Town and other bodies. They can raise funds to spend on their place.



Facilitate the creation of an St James Town Team or Place-Based Organisation.



R1 T1 R2 T2

Action 9.02

St James Town Centre



The third activity node along Albany Highway does not have a recognisable identity and name unlike the East Victoria Park and Victoria Park nodes. Additionally, the suburb of St James has traditionally lacked acknowledgment as a significant and unique place within the Town of Victoria Park.



The Town's Activity Centre Strategy identifies the stretch of Albany Highway between Hillview Terrace and Shepparton Road as a District Centre and a shopping node serving regional and local populations. The strategy refers to this commercial area as the Gateway Precinct. Very few members of the community refer to this area as the Gateway Precinct and the area lacks a distinctive, identifiable name. Referring to this area as the St James Town Centre will clearly distinguish it from the other two commercial nodes on Albany Highway the Victoria Park Town Centre and the Victoria Park Town Centre. It will also increase the recognition of St James as a significant and unique place within the Town of Victoria Park.



Identification and naming of Albany Highway south of Hillview terrace as St James Town Centre.



R1 T1 



Action 9.03

Incremental transformation of Albany Highway through Micro Projects



The Albany Highway public realm is tired and improvements are required to improve pedestrian comfort and support the local economy.



Albany Highway is well known for its myriad of independent businesses and as a foodie hot spot. The street however faces increasing challenges to remain competitive in tough economic conditions. The public realm and the functionality of the street plays a role in attracting people to the street, strengthening its identity and creating distinct points of difference. By providing an inviting and comfortable public realm people are more likely to linger longer and spend time amongst the local businesses.

The St James end of Albany Highway lacks street trees and planting in general, could be improved by de-cluttering signage and implementing a consistent street furniture palette as well as being open to accommodating other innovative opportunities that improve the user experience. These incremental improvements should be accommodated by a more agile approach to the Town's Capital Works program as well as capitalising on the significant commitment to the implementation of the Urban Forest Strategy. Incremental improvements mixed in with more significant improvements emerging from future Precinct Plans and the Old Space New Places program is in accordance with the Public Open Space Strategy and Activity Centre's Strategy.



Incrementally transform the Albany Highway public realm through a range of micro projects.





Action 9.04

Hillview Terrace Cycling Infrastructure



As an important transport route for the Town and particularly the St James community, the cycling and pedestrian environment of Hillview Terrace should be of a very high standard.



Hillview Terrace is a key transport route connecting Oats Street Station, Albany Highway activity centre, Edward Millen Reserve, Higgins Reserve and Curtin University. To encourage cycling as an important mode of transport in the Town it is important that Hillview Terrace is a comfortable cycling environment for the community. This will help facilitate cycling as the preferred transport mode as the St James community connects to their most important local amenities.



Improve the cycling environment of Hillview Terrace.



Action 9.05

Albany Highway Precinct Plans



The planning framework that guides development on Albany Highway is outdated and does not provide clear direction for its future.



There is a need to update the Towns planning framework to provide for a modern and responsive approach to the planning of the three town centres along Albany Highway. A Precinct Plan for the Victoria Park Town Centre will provide the necessary updates to the planning framework to allow the envisaged growth and development in the Local Planning Strategy.



Prepare a St James Town Centre Precinct Plan to guide updates to the Local Planning Scheme and Local Policy Framework.



Volume 9 St James Action List

| KEY ACTION/PROJECT | RESPONSIBLE TEAM | SUPPORT TEAM | TIMING *all timing to be determined | | | | STRATEGIC ALIGNMENT | CORPORATE BUSINESS PLAN | CATEGORY | |
|--------------------|--|----------------|--|---------|-------|-------|---------------------|---|----------|---|
| | | | 20/21 | 21/22 | 22/23 | 23/24 | | | | |
| 9.01 | Facilitate the creation of a St James Town Team or Place-Based Organisation. | Place Planning | Community | Ongoing | | | | Community Charter | |  |
| 9.02 | Identification and naming of Albany Highway south of Hillview terrace as St James Town Centre. | Place Planning | Stakeholder Relations | | | | | Nil | |  |
| 9.03 | Incrementally transform the Albany Highway public realm through a range of micro projects. | Place Planning | Infrastructure Operations | Ongoing | | | | Streets Ahead Action Planning: Albany Highway Urban Public Spaces 2019 – 2022 Urban Forest Strategy, 2018 Public Open Space Strategy 2019 | |  |
| 9.04 | Improve the cycling environment of Hillview Terrace. | Place Planning | Technical Services | | | | | City of South Perth and Town of Victoria Park Joint Bicycle Plan 2018 | |  |
| 9.05 | Prepare a St James Town Centre Precinct Plan to guide updates to the Local Planning Scheme and Local Policy Framework. | Place Planning | Urban Planning | | | | | Draft Local Planning Strategy 2020 | EN1.1.11 |  |



**CURTIN
UNIVERSITY
& BENTLEY
PLACE PLAN**

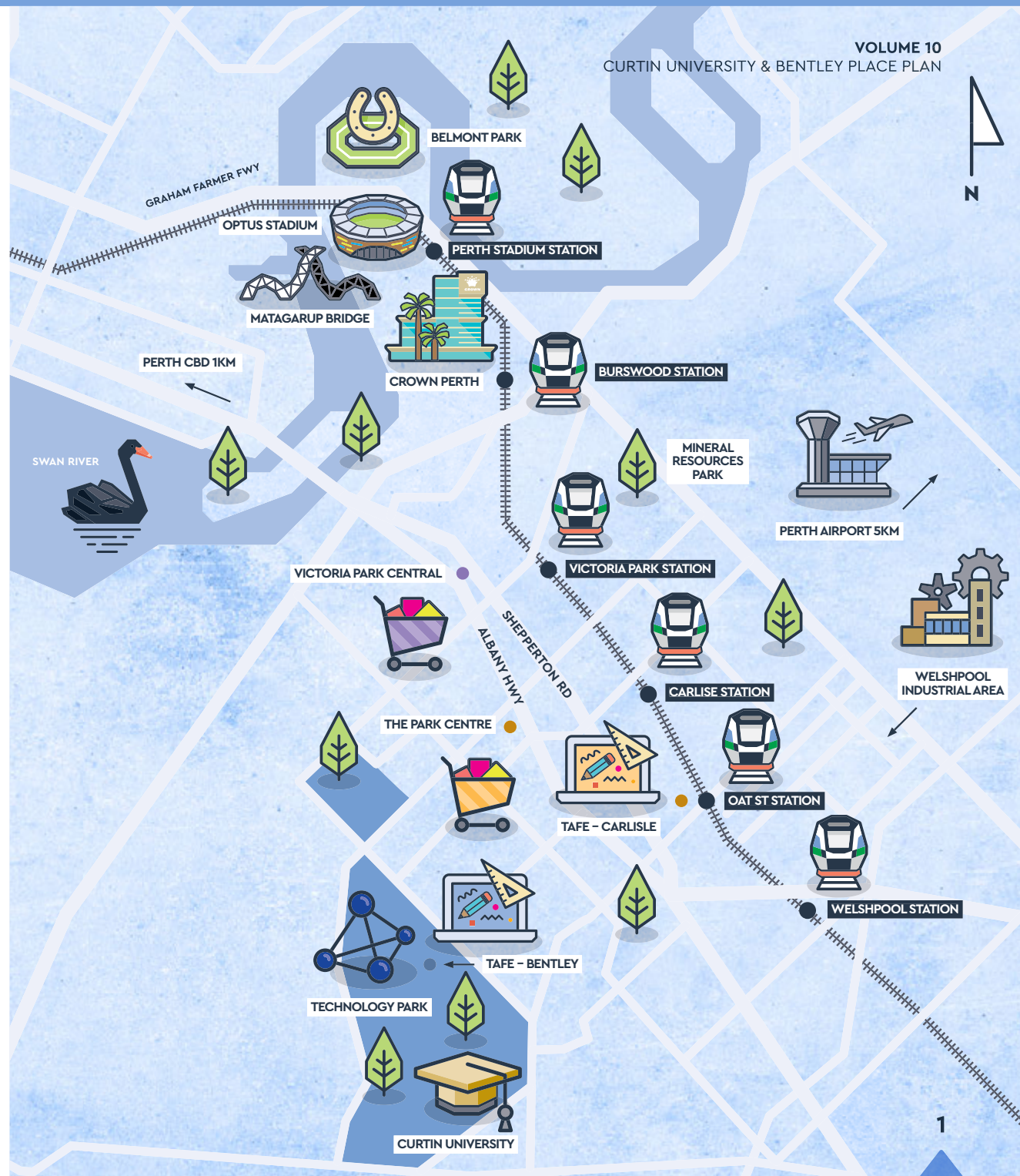
An Introduction to Curtin/Bentley

The Curtin/Bentley Place Plan is a collection of 'place-based' action plans that guide the allocation of funding and resources in the neighbourhood.

Curtin University and Bentley is the epicentre of knowledge and innovation within the Town of Victoria Park. Anchored by the Curtin University Bentley campus and surrounded by private training institutions, technology innovators and community service leaders, Curtin/Bentley is well-located for business and learning in Perth's inner suburbs.

Curtin/Bentley accommodates the majority of aged care and retirement living complexes within the Town of Victoria Park, as well as the Boronia Pre-Release Centre for Women. Perth Hockey Stadium at Curtin University hosts the majority of Hockey WA league games and the Kookaburras and Hockeyroos national teams.

Curtin University and Bentley is also home to Kensington Bushland, the Town's most pristine area of natural bush, and the popular Harold Rossiter Park.



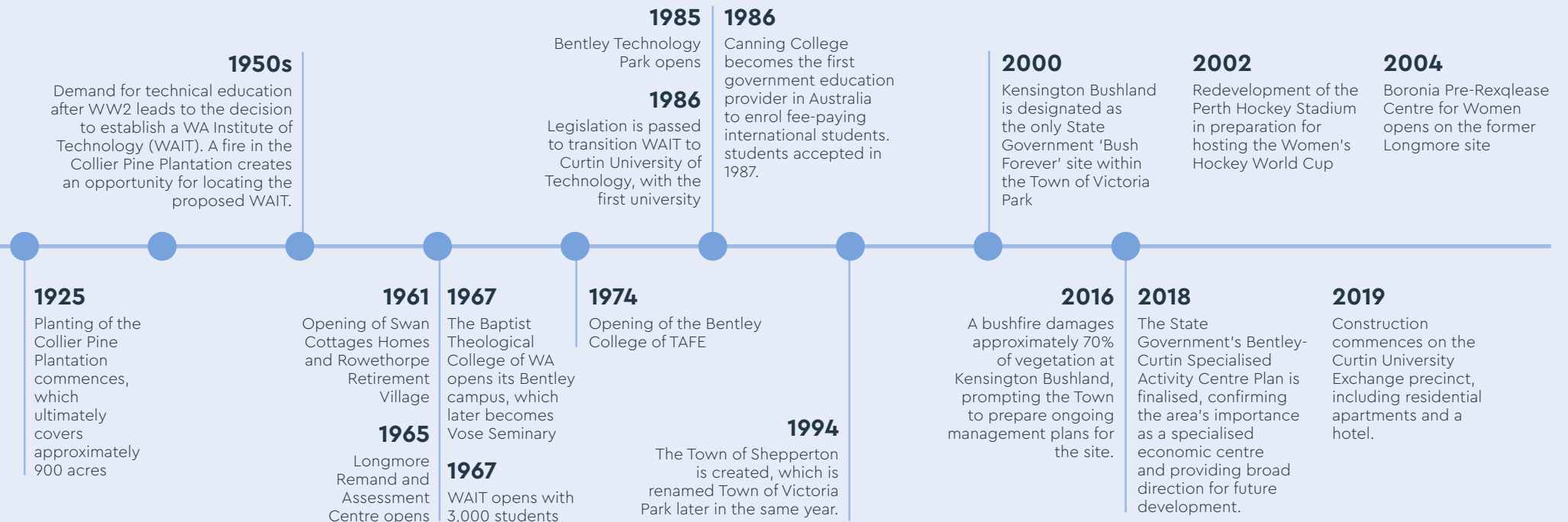
Snapshot

HISTORIC

Pre-Settlement


The Noongar people are the original inhabitants of the south-west of Western Australia, with Whadjuk being the language group for the area now known as the Town of Victoria Park. The Whadjuk people have a close connection to this country and the Derbarl Yerrigan (Swan River).

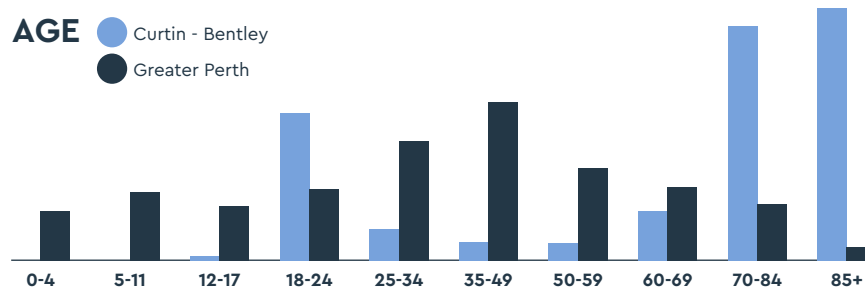
Post-Settlement




Snapshot


DEMOGRAPHIC


2016 
POPULATION
1,825 CURTIN - BENTLEY
=5.2% TOWN OF VIC PARK



 **REQUIRE ASSISTANCE WITH DAY TO DAY TASKS DUE TO A DISABILITY**
28.8% vs **3.9%**
CURTIN - BENTLEY vs GREATER PERTH

 **VOLUNTEERS**
20.6% vs **17.9%**
CURTIN - BENTLEY vs GREATER PERTH


 **SINGLE RESIDENT**
82.4% vs **23%**
CURTIN - BENTLEY vs GREATER PERTH

 **MEDIUM OR HIGH DENSITY HOUSING**
78% vs **25%**
CURTIN - BENTLEY vs GREATER PERTH

GENDER
32.3%  **67.7%** 

 **MEDIAN WEEKLY INCOME**
\$508 vs **\$1,636**
CURTIN - BENTLEY vs GREATER PERTH

PRIVATE CAR OWNERSHIP  **49.8%** vs **87.7%**
CURTIN - BENTLEY vs GREATER PERTH

 **INTERNET CONNECTION**
44.2% vs **82.3%**
CURTIN - BENTLEY vs GREATER PERTH

PEOPLE OVER 55 FULLY ENGAGED IN WORK OR STUDY
0.2% vs **44%**
CURTIN - BENTLEY vs GREATER PERTH

Curtin-Bentley has a unique demographic profile. The various education facilities, including Curtin University, attract a large number of students to live in the area, while the numerous care facilities provide housing for the elderly.

POPULATION SPOTLIGHT: SEIFA INDEX

Curtin-Bentley has the lowest Socio-Economic Indexes for Areas (SEIFA) index score of all the places within the Town of Victoria Park Local Government Area.

| AREA | SEIFA INDEX SCORE |
|---------------------------|-------------------|
| Curtin-Bentley Place | 782.7 |
| Town of Victoria Park LGA | 1,022.0 |
| Greater Perth | 1,026.0 |


The SEIFA index score draws on a range of data sets that can reflect disadvantage, such as income, unemployment, educational attainment, disability and English proficiency. A lower score indicates a higher level of disadvantage.

The relatively low SEIFA index score for Curtin-Bentley should be approached with caution. Lifestyle considerations of the highly unusual population structure – comprising mostly students and seniors – may skew the assessment of disadvantage. For example, a large proportion of the Curtin-Bentley population is not employed in full-time work, however, this may be due people being engaged in full-time study or semi-retirement instead. It is worth noting that the median household income in Curtin-Bentley is significantly lower than in other parts of the Town of Victoria Park. This may be because many people are on pension or study assistance payments, or working less than full-time hours. Disadvantage in Curtin-Bentley needs to be considered within the community's unique demographic profile.


*All data sourced from the Australian Bureau of Statistics, 2016 Census.


Snapshot

ECONOMIC

CURTIN-BENTLEY WEEKLY INCOME 
IS SIGNIFICANTLY LOWER THAN GREATER PERTH. THIS WILL BE INFLUENCED BY THE EMPLOYMENT AND AGE DEMOGRAPHIC.

INDUSTRY

ACCOMMODATION + FOOD SERVICES
 **28.6%** vs **6.5%**
CURTIN - BENTLEY vs GREATER PERTH

EDUCATION + TRAINING
 **23.8%** vs **8.8%**
CURTIN - BENTLEY vs GREATER PERTH

EMPLOYMENT

LABOUR FORCE
 **9.1%** CURTIN - BENTLEY vs **63.7%** GREATER PERTH

EMPLOYED PART TIME
 **49.1%** CURTIN - BENTLEY vs **63.7%** GREATER PERTH

UNEMPLOYED
 **37.6%** CURTIN - BENTLEY vs **8.1%** GREATER PERTH

LOOKING FOR PART TIME WORK
 **35.8%** CURTIN - BENTLEY vs **3.3%** GREATER PERTH

THESE STATISTICS MAY BE A REFLECTION OF STUDENTS WANTING TO BALANCE WORK WITH STUDIES, OR OLDER PEOPLE IN SEMI-RETIREMENT.

EMPLOYER



ENVIRONMENT

Curtin-Bentley is home to the Town of Victoria Park's richest natural bushland asset, the Jirdarup Bushland. This precinct includes three distinct sub-areas, being the Kensington Bushland Reserve, the George Street Reserve, and the Kent Street Sandpit. The Kensington Bushland Reserve is the best preserved remnant urban bushland between the Swan and Canning Rivers, and is recognised as a 'bush forever' site.

The Kent Street Sandpit was formerly used as a sand quarry and landfill site, and the George Street Reserve as a landfill site, which has led to both being contaminated sites. The sites have been classified as being suitable for passive recreation purposes. The Town has ongoing management practices in place to monitor and contain contamination issues.

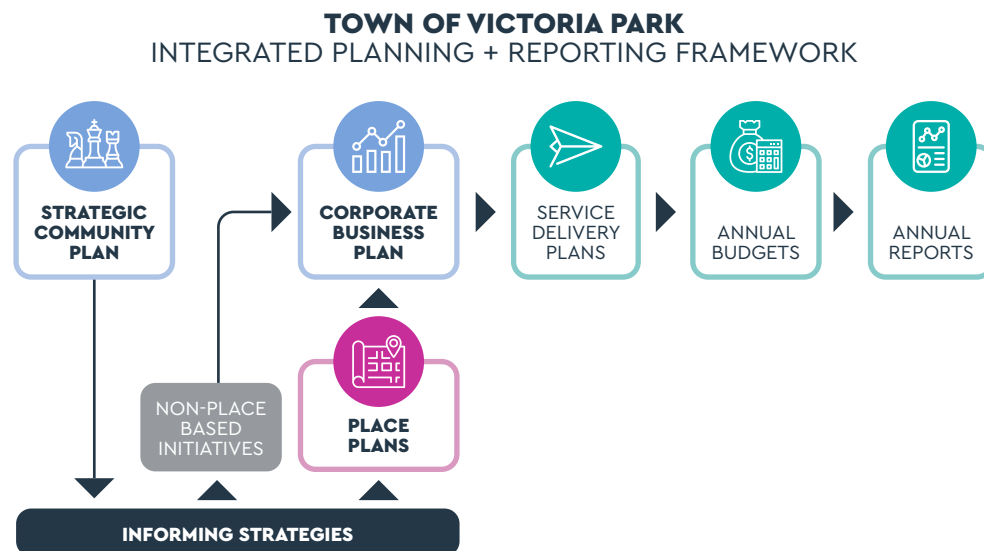


KENSINGTON BUSHLAND RESERVE

The Purpose of Place Plans & How They Have Been Created

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STEP 2 ANALYSIS



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S Survive **R** Revive **T** Thrive

SOCIAL RECOVERY

- S1** Maintain the social fabric of our community
- R1** Reconnect our local community
- T1** Re-imagining the community

ECONOMIC RECOVERY

- S2** Maintain our local economy
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Other categories:



GREENING

This is a project that will contribute to the Town's strong focus on greening and increasing canopy coverage.



ADVOCACY REQUIRED

This project requires advocacy at multiple levels to attract funding and/or support from State or Federal Government.



CLIMATE CHANGE ADAPTATION & MITIGATION

This project will be a significant contributor to the Town's climate change adaptation and mitigation efforts.



Action 10.01 Curtin Collaborations



Curtin University is a major facility within the Town of Victoria Park. The two organisations have a good working relationship and should continue to collaborate innovatively and effectively.



There is an existing Memorandum of Understanding between the Town and Curtin University, however, new opportunities are always emerging. A process to understand and take action on these opportunities will help to strengthen the relationship between the organisations and set up joint projects for success. Collaboration is for the benefit of both the on-campus and broader Curtin-Bentley community, and could involve sharing knowledge, facilities, events or technological innovations for the benefit of all.



Establish a process for managing projects and collaborations operating under the Memorandum of Understanding between Town of Victoria Park and Curtin University, and broaden collaboration opportunities.



Action 10.02 A Place for Innovators



Bentley Technology Park could be the premier knowledge industry hub within the Perth metropolitan area.



Bentley Technology Park was established in the 1980s as a centre for technology and innovation industries. It enjoys an excellent location for this purpose, being close to Curtin University, the Perth CBD, Perth Airport and major transport routes. However, Technology Park is underdeveloped and experienced fluctuating vacancy rates over recent years. The State Government's Bentley-Curtin Specialised Activity Centre Structure Plan proposes significant redevelopment and revitalisation of Technology Park.



Develop strategies to facilitate the attraction, retention and relationships between knowledge-based and high-tech industries.





HAROLD ROSSITER PARK



TECHNOLOGY PARK WILL BE A MAJOR OPPORTUNITY FOLLOWING THE COVID-19 PANDEMIC

Action 10.03

Harold Rossiter Masterplan



Harold Rossiter Park is a much-loved open space, sited in a neighbourhood where the population is anticipated to grow. Strategies are needed to ensure that the park continues to suit the needs of the community now and into the future.



Harold Rossiter Park is a much-loved open space, popular with locals people, dogs and sporting clubs. It is located next to Kensington Bushland, the Town's most pristine area of native bush, and several community facilities.

Harold Rossiter Park is flagged in both the Town's Public Open Space Strategy and State Government's Bentley-Curtin Specialised Activity Centre Plan as a key open space for the neighbourhood's future population. It will be necessary to balance the needs of sporting clubs, community groups, local community users and the protection of Kensington Bushland so the Harold Rossiter Park continues to be a valued space for the community.



Develop a Master Plan for Harold Rossiter Park.



Action 10.04

Tech Park Green Space



Workers in Bentley Technology Park would like an outdoor space to relax during the working Day. The State Government's Bentley-Curtin Specialised Activity Centre Plan notes the need for a formal park in the area.



Bentley Technology Park has been developed as a low-density commercial park with large landscaped areas surrounding buildings. However, these areas are not generally designed for use as recreation spaces and are located on private land which can limit general public use. Having access to outdoor spaces is beneficial for the health and wellbeing of local workers, and several informal requests have been made. It can also provide opportunities for casual interaction between people, strengthening the working community.





There is limited Town-owned land within Bentley Technology Park in which to create a green space for recreation. The Town will need to identify and negotiate opportunities for securing a location as a first step for meeting this need.







Investigate opportunities to create a Recreation Space for users of Technology Park.







Action 10.05
Curtin University Wayfinding Plan

| | |
|---|--|
|  | Curtin University is a major destination drawing students and workers across Perth. Well-marked cycle routes between the campus and surrounding areas can encourage visitors to ride or walk instead of driving private cars. |
|  | Increasing active transport commutes has positive impacts for the environment, commuter wellbeing and road congestion. While the Curtin University Bentley Campus is quite centrally located, major potential cycle routes are not always well-defined. This can discourage cyclists from choosing to ride to campus if there is a perception that the route is unsafe, difficult or too long. The joint City of South Perth and Town of Victoria Park Bike Plan proposes to address this through introducing wayfinding strategies that stretch out beyond the immediate campus area. |
|  | Partner with City of South Perth and Curtin University to develop a precinct-wide Wayfinding Plan. |
|  | |



Action 10.06
Kent Street Cycling And Ecological Corridor

| | |
|---|---|
|  | Kent Street is the main road connection between Curtin University and the East Victoria Park centre. Cycling infrastructure and street trees along this important route are inconsistent. |
|  | Wide road reserve along sections of Kent Street provide the opportunity to improve cycling infrastructure along this route. The route design should also consider provision of trees for shade and to improve the general appearance of the road. Plantings may be able to achieve an ecological corridor across the Town and past Kensington Bushland. |
|  | Prepare a design that improves the cycling environment and creates an ecological corridor for Kent Street between Jarrah Road and Curtin University. |
|  | |

Action 10.07
Hayman Road Streetscape





| | |
|---|---|
|  | Hayman Road is the major road between the Curtin University campus and other parts of the Curtin-Bentley Place. Footpaths, cycle paths and street trees along Hayman Road are inconsistent. |
|  | Future development at Bentley Technology Park, Curtin University, SwanCare and Juniper Rowethorpe will contribute to a better street environment along Hayman Road. Fixing gaps in the path network and identifying opportunities for more plantings will make it more appealing to pedestrians and cyclists moving through Curtin-Bentley. |
|  | Prepare a Streetscape Improvement Plan for Hayman Road. |
|  | |

Action 10.08
Trackless Tram Project

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|  | The Curtin University Sustainability Policy Institute is investigating the feasibility of a Trackless Tram service connecting Curtin University with other parts of Perth. To be successful, the project requires collaboration from multiple local and state government organisations. |
|  | The Trackless Tram project aims to provide a flexible new public transport service to Perth. Increasing connections between the campus and other parts of the metropolitan area will encourage more visitors to the area to use public transport. The Trackless Tram would be the first of its kind in Western Australia. |
|  | Advocate for a Trackless Tram connection to Curtin University. |
|  | |






Action 10.09

Pedestrian Path Refresh

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|  | The Pedestrian Access Way ("PAW") between Jarrah Road and Allen Court provides a convenient connection for pedestrians and cyclists travelling to Curtin University and other destinations along Hayman Road. The PAW is currently in poor condition and not well signposted to alert pedestrians and cyclists that it's there. |
|  | There are limited connections between Jarrah Road and Hayman Road, which can be a significant deterrent to pedestrians and cyclists travelling between. The PAW provides a quicker, more convenient connection for pedestrians and cyclists, but it is not easy to locate. The current poor condition also makes the PAW unattractive and may affect perceptions of safety. Enhancing the PAW environment to make pedestrians and cyclists feels welcome can help encourage active transport use for people commuting to Curtin University and other destinations along Hayman Road. |
|  | Prepare an options analysis to enhance Pedestrian Access Way connecting Jarrah Road and Allen Court. |
|  | - |






Action 10.10

Kent Street Sandpit Management

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|---|--|
|  | The Kent Street Sandpit has been recognised as a contaminated site and classified as 'remediated for restricted use'. A condition of this classification is the ongoing management of the site in accordance with a management plan. |
|  | The Town has previously prepared and commenced implementation of the SERS Kensington Bushland Site Management Plan. This Management Plan should continue to be implemented and reviewed to ensure that its objectives are met and that the Kent Street Sandpit remains suitable for use as a passive recreation space. |
|  | Monitor and review implementation of SERS Kensington Bushland Site Management Plan. |
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Action 10.11

Enhancing the Jirdarup Bushland

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|  | Jirdarup Bushland (Kensington Bushland) is the Town's prime area of native bushland. Ongoing management to protect and enhance the Jirdarup Bushland is necessary to maintain its ecological and community value. |
|  | The Jirdarup Bushland precinct incorporates several areas with environmental value – the main "Bush Forever" bushland area, the Kent Street sandpit which is to be revegetated, the George Street Reserve, and scattered native vegetation around Harold Rossiter Park. The Town should consider whether a broader plan is required to guide ongoing management for the precinct as a whole. |
|  | Implement Kensington Bushland Protection Strategy and investigate the preparation of an overall Jirdarup Bushland Precinct Management Plan. |
|  |  |



JIRDARUP BUSHLAND



BENTLEY-CURTIN SPECIALISED ACTIVITY CENTRE STRUCTURE PLAN TO BE CREATED

Action 10.12

Greening the Kent Street Sandpit



The Kent Street Sandpit sits adjacent to the Jirdarup Bushland. The land is currently underutilised and poorly vegetated.



The Kent Street Sandpit was previously used as a rubbish tip and quarry. It has been remediated for restricted use but not yet substantially improved. In 2019, the Council resolved to revegetate the Kent Street Sandpit to complement the Jirdarup Bushland. This will enhance the ecological value of the Jirdarup Bushland Precinct and extend the bush area available to the community to enjoy. A concept plan is recommended to ensure the revegetation of the site meets environmental goals and community expectations.



Prepare a concept plan to guide the revegetation of the Kent Street Sandpit.



Action 10.13

Revitalising Bentley-Curtin



The State Government has prepared a Bentley-Curtin Specialised Activity Centre Structure Plan ("BCSACSP") that provides a blueprint for redevelopment of the Curtin-Bentley place and surrounds.










The State Government's BCSACSP provides a high-level concept for redevelopment of the Curtin-Bentley place and surrounds. To achieve the objectives of the BCSACSP, the affected local governments, institutions and landowners will need to collaborate on how to approach implementation.



Collaborate with other stakeholders to investigate implementation options for the Bentley-Curtin Specialised Activity Centre Structure Plan.



Volume 10 Curtin University & Bentley Action List

| KEY ACTION/PROJECT | | RESPONSIBLE TEAM | SUPPORT TEAM | TIMING *all timing to be determined | | | | STRATEGIC ALIGNMENT | CORPORATE BUSINESS PLAN | CATEGORY |
|--------------------|--|-------------------------------------|--|--|-------|-------|-------|---|-------------------------|---|
| | | | | 20/21 | 21/22 | 22/23 | 23/24 | | | |
| 10.01 | Establish a process for managing projects and collaborations operating under the Memorandum of Understanding between Town of Victoria Park and Curtin University, and broaden collaboration opportunities. | Place Planning | C-Suite | | | | | Economic Development Strategy, Pathways to Growth 2018-2023 | EC1.1.2 | R1 T1 T2  |
| 10.02 | Develop strategies to facilitate the attraction, retention and relationships between knowledge-based and high-tech industries. | Place Planning | Community Development | | | | | Economic Development Strategy, Pathways to Growth 2018-2023 Bentley Technology Precinct Network Activation Strategy 2008 | EC1.1.2 | R2 T2 |
| 10.03 | Develop a Master Plan for Harold Rossiter Park. | Place Planning | Infrastructure Operations | | | | | Public Open Space Strategy 2019 Bentley-Curtin Specialised Activity Centre Structure Plan 2018 | | T1  |
| 10.04 | Investigate opportunities to create a Recreation Space for users of Technology Park. | Place Planning | Infrastructure Operations | | | | | Nil | | T1   |
| 10.05 | Partner with City of South Perth and Curtin University to develop a precinct-wide Wayfinding Plan. | Place Planning Curtin University | Technical Services Infrastructure Operations Stakeholder Relations | | | | | City of South Perth and Town of Victoria Park Joint Bicycle Plan 2018 | |  |
| 10.06 | Prepare a design that improves the cycling environment and creates an ecological corridor for Kent Street between Jarrah Road and Curtin University. | Technical Services | Place Planning | | | | | City of South Perth and Town of Victoria Park Joint Bicycle Plan 2018 Integrated Movement Network Strategy 2013 Public Open Space Strategy 2019 Urban Forest Strategy 2018 | EN3.1.4 |   |

| KEY ACTION/PROJECT | | RESPONSIBLE TEAM | SUPPORT TEAM | TIMING *all timing to be determined | | | | STRATEGIC ALIGNMENT | CORPORATE BUSINESS PLAN | CATEGORY |
|--------------------|--|---------------------------|--|--|-----------|-----------|-----------|---|-------------------------|----------|
| | | | | 20/ 21 | 21/ 22 | 22/ 23 | 23/ 24 | | | |
| 10.07 | Prepare a Streetscape Improvement Plan for Hayman Road. | Place Planning | Technical Services Infrastructure Operations | | | | | Bentley-Curtin Specialised Activity Centre Structure Plan 2018 City of South Perth and Town of Victoria Park Joint Bicycle Plan 2018 | | |
| 10.08 | Advocate for a Trackless Tram connection to Curtin University. | Place Planning | C-Suite | Ongoing | | | | Integrated Movement Network Strategy 2013 | EN3.1.4 EN3.2.1 | |
| 10.09 | Prepare options analysis to enhance Pedestrian Access Way connecting Jarrah Road and Allen Court. | Technical Services | Infrastructure Operations Place Planning | | | | | Nil | | |
| 10.10 | Monitor and review implementation of SERS Kensington Bushland Site Management Plan | Infrastructure Operations | | Ongoing | | | | SERS Kensington Bushland Site Management Plan | | |
| 10.11 | Implement Kensington Bushland Protection Strategy and investigate the preparation of an overall Jirdarup Bushland Precinct Management Plan. | Infrastructure Operations | | Ongoing | | | | Kensington Bushland Protection Strategy | | |
| 10.12 | Prepare a concept plan to guide the revegetation of the Kent Street Sandpit. | Environment | Infrastructure & Operations Place Planning | | | | | Environment Plan 2013 - 2018 Urban Forest Strategy 2018 Public Open Space Strategy 2019 Bentley-Curtin Specialised Activity Centre Structure Plan 2018 Council Resolution | EN7.1.3 | |
| 10.13 | Collaborate with other stakeholders to investigate implementation options for the Bentley-Curtin Specialised Activity Centre Structure Plan. | Place Planning | C-Suite Urban Planning | Ongoing | | | | Bentley-Curtin Specialised Activity Centre Structure Plan 2018 | | |



TOWN OF
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