

workshop briefing notes

Future Planning Committee



**Future Planning Committee
16 May 2018**

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9.1 Appendix 1: Draft Local Planning Strategy

Town of Victoria Park

TOWARDS 2050

Local Planning Strategy

TOWN OF VICTORIA PARK
LOCAL PLANNING STRATEGY

CERTIFICATION FOR ADVERTISING

Certified for advertising by the Western Australian Planning Commission on _____

Signed for and on behalf of the Western Australian Planning Commission

A duly authorised officer of the Commission (*pursuant to the Planning and Development Act 2005*)

ADOPTION AND SUBMISSION FOR APPROVAL

Supported for submission to the Western Australian Planning Commission for endorsement by resolution of the Town of Victoria Park at its Ordinary Council Meeting held on _____

MAYOR

CHIEF EXECUTIVE OFFICER

ENDORSEMENT

Endorsed by the Western Australian Planning Commission on _____

A duly authorised officer of the Commission (*pursuant to the Planning and Development Act 2005*)

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EXECUTIVE SUMMARY

The Town of Victoria Park (the Town) has prepared a Local Planning Strategy (LPS) to outline the vision and strategic land use planning direction for the Town's future towards 2050. It has been prepared in accordance with the requirements of the Planning and Development Act 2005 and Planning and Development (Local Planning Schemes) Regulations 2015 and is shaped by various State Government and Council strategies, policies and plans, as well as community input.

The primary function of the LPS is to inform the preparation of a new Local Planning Scheme for the Town. It also provides broad direction for other land use planning-related initiatives that the Town will seek to undertake.

The LPS is arranged into two parts:

Part 1, which comprises:

- The overall strategy vision, principles and objectives.
- Specific strategies and actions to deliver various desired planning outcomes.
- Details relating to the implementation and review of the LPS.

Part 2, which comprises background information and analysis, including:

- The purpose of the LPS and the steps involved in its development.
- The State, regional and local planning context.
- A profile of the Town, its key planning issues and the factors that influence the direction of the LPS.

The Town sits at the eastern gateway to the City of Perth and has within its boundary the Burswood Peninsula containing Crown Perth, Belmont Park Racecourse and Perth Stadium and an educational and institutional precinct anchored by Curtin University and Technology Park, a significant main-street along Albany Highway and long-established residential areas, some with well-intact heritage character. Significant public transport infrastructure, a substantial frontage to the Swan River and the West Coast Eagles training facility and Perth Football Club at Lathlain Park are also features of the Town.

The Town has a current population of approximately 39,000 people and hosts around 35,000 jobs, with both figures having grown by about 35% in the past decade. The State Government has set a target for the Town to add 19,400 new dwellings by 2050, potentially seeing the population increase to around 75,000 people.

In engaging the community on its aspirations for the Town's future, a range of liveability values were expressed around the themes of where to best accommodate growth and development, the desire for innovative, people-oriented and sustainable urban design, retention of the Town's heritage and character and the provision of vibrant centres and high-quality civic infrastructure and green spaces.

Consistent with the broader vision for Perth and the Town's Sustainable Community Plan, the LPS seeks to capitalise on opportunities to:

- Transform land around the Town's rail stations into vibrant transit oriented developments, linked to main street destinations along Albany Highway.
- Create centres as diverse places to live, work and play with exciting activation and community engagement initiatives.
- Establish new community facilities and infrastructure and building on a strong and vibrant economy to support business, population growth and job creation.
- Maintain and enhance the Town's heritage, character and environment.

A range of strategies and actions have been identified, including multi-faceted approaches and partnerships with the public and private sector in pursuit of the Town's vision to be a dynamic place for everyone.

PART 1 – LOCAL PLANNING STRATEGY

1.0 Vision

Consistent with the Town’s Strategic Community Plan 2017-2032, the vision of the LPS is for the Town to be a dynamic place for everyone that is:

- Home to Perth’s most empowered and engaged community.
- Perth’s premier place for entertainment and entrepreneurship.
- A leader in sustainability.
- Somewhere that people come first in urban design and safety.
- Inclusive and connected, with a thriving community.

2.0 Planning Principles and Objectives

The principles that underpin the LPS similarly mirror the mission of the Strategic Community Plan. The mission is based on the four pillars of sustainability:

- Social
- Economic
- Environment
- Civic Leadership

The objective is for the Town to be a place for everyone that is sustainable, connected, safe, diverse, resilient and prosperous by focussing on achieving strategic outcomes for:

- A community that is healthy, informed and knowledgeable, empowered with a sense of pride, safety and belonging and has an awareness and appreciation of arts, culture, education and heritage.
- Provision of clean, safe and accessible places to visit, where the value of waste, water and energy is recognised.
- Provision of desirable places for commerce and tourism that support equity, diverse local employment and entrepreneurship.
- Land use planning that puts people first in urban design, allows for housing options for people with different needs and enhances the Town’s character.
- A safe, sustainable, interconnected, convenient and well-maintained transport network that makes it easy for everyone to get around.
- Appropriate and sustainable facilities that are well built, maintained and managed.
- Enhancement and protection of the Town’s natural environment and provide appropriate, inviting and sustainable green spaces that are well maintained and managed.

3.0 Strategies and Actions

Analysis of the regional and local planning framework, Town characteristics, trends and projections and community input outlined in Part 2 has led to the identification of various strategies and actions to achieve the vision, principles and outcomes set out above. Strategies and actions are arranged under the following headings:

- Economy, Employment and Activity Centres
- Population and Housing
- Urban Design and Heritage
- Recreation and Open Space
- Community Facilities
- Tourism and Visitors
- Environment
- Transport
- Infrastructure Services

3.1 Population and Housing

Strategy #	1
Provide housing development opportunities in activation areas where the capacity of infrastructure and services can support a more intensive form of development and the character and amenity of the neighbourhood would not be prejudiced.	
Strategic Community Plan (2017-2032) - Strategic Outcome	En1 – Land use planning that puts people first in urban design, allows for different housing options for people with different housing needs and enhances the Town’s character.
Actions	
1.1	Undertake master planning, the preparation of form-based codes and the implementation of changes to local planning scheme and policy provisions for the following planning precincts: <ul style="list-style-type: none"> • Burswood Peninsula • Causeway Precinct • Albany Highway Secondary Centre • Oats Street Station Precinct • Carlisle Station Precinct • Victoria Park Station Precinct • Curtin-Bentley Specialised Centre • Berwick Street/Canning Highway
1.2	Investigate opportunities through the preparation of a Local Housing Strategy for more intensive residential development in the following areas: <ul style="list-style-type: none"> • East Victoria Park interface with Curtin/Bentley Activity Centre • Along key road corridors (see Action 3.2) • The transition from the Albany Highway Activity Centre to lower density residential areas, where there are fewer original character dwellings remaining.

Strategy #	2
Facilitate well designed and connected urban environments providing a diversity of housing choice serving the needs of the Town’s population now and into the future.	
Strategic Community Plan (2017-2032) - Strategic Outcome	En1 – Land use planning that puts people first in urban design, allows for different housing options for people with different housing needs and enhances the Town’s character.
Actions	
2.1	Consider the use of Scheme provisions that allow Council to negotiate development incentives where appropriate with developers proposing affordable housing.
2.2	Review Local Planning Policy 20: Design Guidelines for Developments with Buildings Above 3 Storeys, which contains sustainability requirements for high density residential, commercial or mixed-use developments, to ensure it remains up-to-date and relevant.
2.3	Consider the use of Scheme provisions to better provide for the development of alternative housing options, such as share houses and student housing.
2.4	Encourage dispersed small-scale accessible housing within residential areas for independent living for persons with disabilities or special needs through Scheme provisions and subject to location criteria: <ul style="list-style-type: none"> • Within or close to activity centres • In close proximity to public transport • In close proximity to major services such as shops, medical centres and similar.

3.2 Economy, Employment and Activity Centres

Strategy #	3
Facilitate the continued transition of the Town into a dynamic 'inner city' destination for residents, workers and visitors.	
Strategic Community Plan (2017-2032) - Strategic Outcome	Ec1 – A desirable place for commerce and tourism that support equity, diverse local employment and entrepreneurship. En1 – Land use planning that puts people first in urban design, allows for different housing options for people with different housing needs and enhances the Town's character.
Actions	
3.1	See Action 1.1
3.2	Provide for development of multi-functional corridors along key transport routes that support efficient movement and high amenity and recommends that they be a focus for investigation of increased densities and a mix of land uses. The following roads within the Town have potential to form such corridors: <ul style="list-style-type: none"> • Canning Highway. • Albany Highway. • Causeway precinct. • Geddes Street. • Shepperton Road. • Orrong Road between Archer and Oats Streets. • Archer Street. • Oats Street/Hillview Terrace. • Berwick Street – Geddes to Kent Street. • Berwick Street – Hillview Terrace to Boundary Road. • Kent Street – Berwick Street to Jarrah Road, and • Carlisle train station.
3.3	Support the development of additional retail floorspace in accordance with an Activity Centres Strategy.
3.4	Formulate and implement a public realm strategy and place making strategies and place plans to activate and manage key centres and places in the Town.

Strategy #	4
Diversify and strengthen the Town's economic capacity and employment self-sufficiency through appropriate land use mix and built form outcomes specific to each of the Town's activity centres and station precincts.	
Strategic Community Plan (2017-2032) - Strategic Outcome	Ec1 – A desirable place for commerce and tourism that supports equity, diverse local employment and entrepreneurship.
Actions	
4.1	See Action 1.1 and 3.2.
4.2	Advocate that the State Government redefine the Burswood Peninsula as a specialised centre and the entire length of Albany Highway within the Town as a single Secondary Centre in the Perth region's Activity Centres network.
4.3	Review the zoning of Industrial zoned land in Welshpool and its interface with Residential zoned land in East Victoria Park and Carlisle in the context of opportunities to facilitate the creation of an origin and destination transit oriented development at the Oats Street station.
4.4	Designate the Albany Highway Secondary Centre as a 'Regional Centre' under the new local planning scheme.

Strategy #	5
Attract investment to the Town to provide a prosperous, diverse and resilient economy and a hub for business, education, technology and research.	
Strategic Community Plan (2017-2032) - Strategic Outcome	Ec1 – A desirable place for commerce and tourism that support equity, diverse local employment and entrepreneurship.
Actions	
5.1	Partner with the State Government, Curtin University and other stakeholders for the continued development of Bentley-Curtin as a specialised centre for knowledge that evolves to become more urban with high-quality access.
5.2	Prepare and implement an Economic Development Strategy.
5.3	Support planning and development that leverages and stimulates economic development.
5.4	Enhance a regional approach to economic development and strategic planning and enhance partnership collaboration activity with Federal, State and Local Government agencies.

3.3 Urban Design and Heritage

Strategy #	6
Embrace and enhance the Town's Aboriginal and European heritage and character.	
Strategic Community Plan (2017-2032) - Strategic Outcome	S4 – A place where all people have an awareness and appreciations of arts, culture, education and heritage.
Actions	
6.1	Identify character areas that require protection through lower density residential coding and/or additional planning controls.
6.2	Update the heritage municipal inventory, designate heritage areas and establish heritage lists under the local planning scheme and take account of the Town's heritage assets and their contribution to Town character.
6.3	Reconnect with indigenous heritage.

Strategy #	7
Promote excellence in built form outcomes for the Town that capture the identity and character of its neighbourhoods and centres and promote a sense of place and high standards of amenity and liveability.	
Strategic Community Plan (2017-2032) - Strategic Outcome	En1 – Land use planning that puts people first in urban design, allows for different housing options for people with different housing needs and enhances the Town's character. S4 – A place where all people have an awareness and appreciations of arts, culture, education and heritage.
Actions	
7.1	Create points of difference between the two main retail nodes that comprise critical components of the Albany Highway Secondary Centre to: <ul style="list-style-type: none"> • Consolidate retail activity to the two main centres. • Diversify the retail offer. • Establish a unifying approach to landscaping, entry statements and small parks for each of the Centre's six sub-precincts. • Relax parking standards for non-residential uses. • Maximise density development opportunities within the walkable catchment of the Centre.
7.2	See Action 1.1 and 3.4.
7.3	Encourage safe environments, community identity and high standards of urban design and sustainability through the local planning framework.
7.4	Develop and implement initiatives to activate laneways and other inactive public spaces in centres.

3.4 Recreation and Open Space

Strategy #	8
Ensure optimisation of environmentally sustainable recreation spaces, enhance parklands and ensure accessibility for all residents, workers and visitors.	
Strategic Community Plan (2017-2032) - Strategic Outcome	Ec2 – A clean, safe and accessible place to visit. En6 – Appropriate, inviting and sustainable green spaces for everyone that are well maintained and well managed.
Actions	
8.1	Prepare a public open space strategy that considers: <ul style="list-style-type: none"> The definition of public open space and development of an inventory, classification system and maintenance standards for existing sites. A recreational needs analysis and assessment of notional POS supply deficiencies. Where population growth is projected to occur. Opportunity for usage and management. Alternative ways of providing for the community’s recreation needs.
8.2	Encourage the use of roof top gardens and green walls where appropriate.
8.3	Explore potential partnership opportunities with Curtin University for increased community access to its recreation facilities.
8.4	Develop master plans for Town reserves identified in the Sport and Recreation Facilities Strategy.
8.5	Incorporate sustainable design in the development of new and upgraded recreation facilities.
8.6	Provide land and facilities for recreation and other community use on the Burswood Peninsula.

Strategy #	9
Improve connectivity to the Swan River foreshore and enhance its health, amenity and landscape values.	
Strategic Community Plan (2017-2032) - Strategic Outcome	Ec2 – A clean, safe and accessible place to visit. En2 – A safe, interconnected and well maintained transport network that makes it easy for everyone to get around. En6 – Appropriate, inviting and sustainable green spaces for everyone that are well maintained and well managed.
Actions	
9.1	Ensure that land use and development maintain and enhance the health, amenity and landscape values of the river foreshore, including its recreational and scenic values.
9.2	Provide well designed, safe and legible access to the Swan River foreshore for pedestrians and cyclists.

3.5 Community Facilities

Strategy #	10
Provide appropriate community facilities and services and a high level of accessibility to them for the current and future Town community.	
Strategic Community Plan (2017-2032) - Strategic Outcome	En5 - Appropriate and sustainable facilities for everyone that are well built, well maintained and well managed.
Actions	
10.1	See Action 8.6.
10.2	Ensure land is available to accommodate community needs and that community facilities are well-planned.
10.3	Work with the Department of Education and non-government school providers to address primary and secondary school needs in the Town, including provision of a new primary school in Burswood.
Strategy #	11
Attract major cultural opportunities to meet the local and regional needs of residents, businesses and tourists.	

Strategic Community Plan (2017-2032) - Strategic Outcome	S4 – A place where all people have an awareness and appreciations of arts, culture, education and heritage.
Actions	
11.1	Concentrate commercial, health, education, entertainment and cultural developments in and around activity centres and corridors with good access to public transport.

3.6 Tourism and Visitors

Strategy #	12
Make the Town a desirable place to visit.	
Strategic Community Plan (2017-2032) - Strategic Outcome	Ec1 – A desirable place for commerce and tourism that supports equity, diverse local employment and entrepreneurship. Ec2 – A clean, safe and accessible place to visit.
Actions	
12.1	Ensure that the local planning framework provides appropriate provisions for tourism-related development.
12.2	Address the rise of small-scale tourist accommodation, such as that which can be booked through emerging technologies like Airbnb, and its impact on local residential communities by ensuring policy guidance sets appropriate standards and location criteria.
12.3	Identify the nature and importance of tourism to the Town, including the type of facilities and attractions, their level of amenity and accommodation supply, gaps and opportunities.
12.4	Encourage tourism growth and development that reinforces the local tourism identity, including innovative tourist accommodation development and facilities to meet tourists' needs.
12.5	Identify service capacity and infrastructure projects that could potentially impact on tourism growth and visitors' experiences, including how tourists access accommodation and move between attractions.
12.6	Improve wayfinding and connections between Burswood Peninsula and the Albany Highway main street for tourists and visitors.

3.7 Environment

Strategy #	13
To promote sustainable, liveable, healthy and green places for everyone.	
Strategic Community Plan (2017-2032) - Strategic Outcome	En1 – Land use planning that puts people first in urban design, allows for different housing options for people with different housing needs and enhances the Town's character. En4 – A clean place where everyone knows the value of waste, water and energy. En6 – Appropriate, inviting and sustainable green spaces for everyone that are well maintained and well managed. En7 – Increased vegetation and tree cover.
Actions	
13.1	Develop planning measures to protect water resources, apply water-sensitive urban design principles and ensure the efficient use of water, energy and other resources in the design, construction and maintenance of public and private development.
13.2	Ensure the planning framework provides for the conservation of ecological systems and biodiversity and protection of sites with environmental value from inappropriate use and development.
13.3	Avoid or minimise environmental degradation and hazards and prevent environmental problems that could arise from siting incompatible land uses close together or failing to consider the capability of land to accommodate proposed development.
13.4	Consider flood, fire, nuisance insects and acid sulphate soils risk in proposals for land use and development.
13.5	Prepare and implement strategies for the protection of significant bushland and increasing the amount of vegetation and tree canopy in the Town.

13.6	Recognise and consider degraded or contaminated land and facilitate its rehabilitation or remediation for appropriate future use.
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3.8 Transport

Strategy #	14
Provide an integrated urban transport system focussed on moving people effectively and efficiently within the Town, providing connections between suburbs, activity centres and major destinations.	
Strategic Community Plan (2017-2032) - Strategic Outcome	Ec2 – A clean, safe and accessible place to visit. En2 – A safe, interconnected and well maintained transport network that makes it easy to get around. En3 – A place with sustainable, safe and convenient transport options for everyone.
Actions	
14.1	Improve wayfinding and connectivity to public transport, activity centres and recreation facilities through upgrades to the pedestrian and cycling network.
14.2	Encourage best-practice design and construction standards for new development proposals and new or redeveloped transport infrastructure proposals.
14.3	Capitalise on opportunities provided by implementation of the State Government’s Metronet initiative in respect to improvements to public transport infrastructure and transit oriented development.
14.4	Utilise the Swan River as a way of connecting communities and attractions.
14.5	Develop and implement a Bike Plan for the Town.
14.6	Develop tools to measure public transport accessibility and link to development requirements within the local planning scheme.
14.7	Ensure provision of land for public transport infrastructure within activity centres and along the Perth-Armadale railway.
14.8	Review local planning scheme provisions to set standards for provision of parking for key users, end of trip facilities for cyclists, travel plans and cash-in-lieu contributions for public parking or alternative transport modes.

Strategy #	15
Ensure that the movement of regional transport through the Town is managed whilst maintaining a high level of connectivity for local transport.	
Strategic Community Plan (2017-2032) - Strategic Outcome	En2 – A safe, interconnected and well maintained transport network that makes it easy to get around. En3 – A place with sustainable, safe and convenient transport options for everyone.
Actions	
15.1	Ensure planning proposals for noise-sensitive land uses in close proximity to primary transport corridors address the potential for noise impacts and incorporate noise amelioration measures as appropriate.
15.2	Protect major transport corridors and freight operations from incompatible urban encroachment.
15.3	Advocate for the upgrade of Burswood rail station to provide an improved and safer user-experience for patrons and to support proposed development of land in the adjoining precincts.
15.4	Promote the conversion of the Perth Stadium rail station to a commuter station when appropriate in future to support additional development planned for the Burswood Peninsula.
15.5	Improve the level of accessibility in those parts of the Town where the rail corridor forms a physical barrier dividing the community, by advocated for sinking the railway and or grade-separating the Oats Street and Archer Street rail crossings.

15.6	Explore options for a light rail link between Curtin University and the City (and beyond) via the Albany Highway Secondary Centre, including investigate of the issues and benefits of routing light rail along Albany Highway (in addition to Shepperton Road as an alternative) and potential stop locations and land use/development integration.
15.7	Explore the potential for a bus service and/or light rail from the Causeway to the Burswood Peninsula to better connect the Peninsula to the City and Albany Highway Secondary Centre.
15.8	Ensure that development proposed under protected airspace over the Town appropriately addresses safety risks and applicable standards and requirements associated with aircraft flights in and out of Perth Airport.

Strategy #	16
Adopt a parking management approach that is focussed on providing access for people and not vehicles, supports sustainable transport modes and constrains parking demand.	
Strategic Community Plan (2017-2032) - Strategic Outcome	En2 – A safe, interconnected and well maintained transport network that makes it easy to get around. En3 – A place with sustainable, safe and convenient transport options for everyone.
Actions	
16.1	Review local planning scheme provisions to set standards for provision of parking for key users, end of trip facilities for cyclists, cash-in-lieu contributions for public parking or alternative transport modes.
16.2	Review planning provisions for managing on and off-street parking supply that reflect public transport accessibility and other more sustainable modes of transport and public parking availability.
16.3	Consider inclusion of provisions in the local planning scheme requiring the construction of decked or multi-storey car parks with sufficient floor-to-ceiling heights that can be converted to other uses in the future should the need for on-site car parking be reduced over time.
16.4	Prepare and implement parking management plan/s.

3.9 Infrastructure Services

Strategy #	17
Ensure that utilities required for development and growth of the Town are provided in a timely and sustainable manner.	
Strategic Community Plan (2017-2032) - Strategic Outcome	En5 – Appropriate and sustainable facilities for everyone that are well built, well maintained and well managed.
Actions	
17.1	Invest in infrastructure that stimulates growth and productivity.
17.2	Coordinate cost-efficient provision of infrastructure and services with new growth, possibly involving developer contribution arrangements to fund improvements in areas of fragmented land ownership.
17.3	Undertake early consultation with infrastructure service providers to determine the capacity of essential services and upgrading requirements for any new major development projects and developments areas within the Town.
17.4	Address sewer capacity/network issues that exist in Burswood and Carlisle.
17.5	Explore the potential for repurposing drainage sumps where appropriate so that land may be productively used or shared with other uses.
17.6	Continue to lobby the State Government to co-fund underground power conversions in suburbs where overhead power supplies remain in place.
17.7	Ensure that development proposed adjacent to high pressure gas mains that run through the Town appropriately addresses the safety risks and applicable development standards associated with the gas supply network.

4.0 Strategy Map

TOWARDS 2050 – TOWN OF VICTORIA PARK - LOCAL PLANNING STRATEGY MAP

Town of Victoria Park - A dynamic place for everyone.



This document is a conceptual illustration of the key strategic outcomes of the Town of Victoria Park's draft Local Planning Strategy. It is not drawn to scale and does not prevail over any adopted regional or local planning scheme, plan or policy. It should be read in conjunction with the complete Local Planning Strategy document.

5.0 Implementation

The LPS will guide Council and the State Government in executing their respective land-use planning responsibilities and initiatives. These include those related to the development and maintenance of a statutory planning framework, in addition to strategic planning initiatives.

Some actions identified in the LPS involve undertaking certain investigations or studies, while others will be implemented through the preparation, consideration and adoption of a new local planning scheme and subsequent amendments and new and revised planning strategies, plans and policies.

The LPS will also be taken into account where it is relevant to the determination of certain applications for planning approval.

6.0 Monitoring and Review

The LPS provides strategic planning direction for the Town towards 2050. It is focussed on such a timeframe given the long-term view of growth targets set for the Town by the State planning framework and the transformational nature and significance of the vision for the Town's future, which will take many years to realise.

Local authorities are required by legislation to review their planning schemes and therefore the over-arching strategic framework every five years. The Town could well undertake several reviews of its strategic planning framework between now and 2050 to ensure that strategies align with changes to State policy or community views and remain appropriate in the context of emerging planning issues.

This will necessitate regular monitoring of the progress made in implementing the actions identified in the LPS, as well as assessment of the currency and appropriateness of the LPS vision, principles and strategies.

The Town will monitor and report on its progress in implementing the LPS and maintain a close watching brief on the factors that influence planning for the Town and its future to ensure it can recognise and respond when any refinement to the planning direction is required.

PART 2 – BACKGROUND INFORMATION AND ANALYSIS

1.0 Introduction

Part 2 of the Town of Victoria Park’s Local Planning Strategy (LPS) provides the background information and analysis of key issues that underpin the strategic vision, objectives, strategies and actions for future planning and development of the Town contained in Part 1.

1.1 Town Location and Extent

The Town, as it currently exists, was formed in July 1994 as a result of the break-up of the City of Perth, though for several months was known as the Town of Shepparton until changed to the Town of Victoria Park following a residents’ petition that campaigned for this change of name.

The Town has a land area of 17.62km² and is comprised of the suburbs of Burswood, Carlisle, East Victoria Park, Lathlain and Victoria Park and parts of Bentley, Kensington, St James and Welshpool. In addition to bordering the City of the Perth, the Town adjoins the Cities of Belmont to the east, Canning to the south and City of South Perth to the west.

The Town sits at the eastern gateway to the City of Perth and has within its boundary the Burswood Peninsula containing Crown Perth, Belmont Park Racecourse and Perth Stadium and an educational and institutional precinct anchored by Curtin University and Technology Park, a significant main-street along Albany Highway and long-established residential areas, some with well-intact heritage character. Significant public transport infrastructure, a substantial frontage to the Swan River and the West Coast Eagles training facility and Perth Football Club at Lathlain Park are also features of the Town.

Figure 1: Town of Victoria Park Location Map

1.2 Purpose of the Local Planning Strategy

Western Australian planning legislation provides for local government authorities to prepare a local planning scheme as the principal statutory tool to regulate land use and development for their respective district. A LPS must be prepared as a precursor to the preparation of a new scheme and provide an interface between regional and local plans and set out the long-term planning direction and rationale for zoning and classification of land.

The Town’s current Town Planning Scheme No.1 (TPS 1) came into effect in September 1998. A review of TPS 1 was completed in July 2017 and coincided with the finalisation of the Town’s 2017-2032 Strategic Community Plan.

The Plan was shaped by an extensive and inclusive strategic planning and community engagement initiative, known as Evolve, which sets out a long-term vision for the Town’s future evolution as a dynamic and vibrant place with activated, well-connected and engaged centres for business, education, entertainment and living.

The TPS 1 review concluded that a new scheme needs to be prepared to reflect contemporary strategic and legislative requirements and the Plan’s vision for the Town’s future.

The draft LPS takes a long-term view over a timeframe that leads towards and beyond 2050. More specifically it:

- outlines the framework of regional and local planning strategies and policies that are applicable to the Town;
- sets out the context and characteristics of the Town; and
- provides strategic direction for future population and employment, shopping and business activities, transport, parks, open space and other public uses and a basis for the zones, reservations and statutory provisions to be contained in a new scheme, policies and plans.

1.3 Local Planning Strategy in the Planning Framework

The LPS has the function of interpreting State Government regional plans to the local context. Figure 2 shows the position of the LPS in the Town’s planning framework.

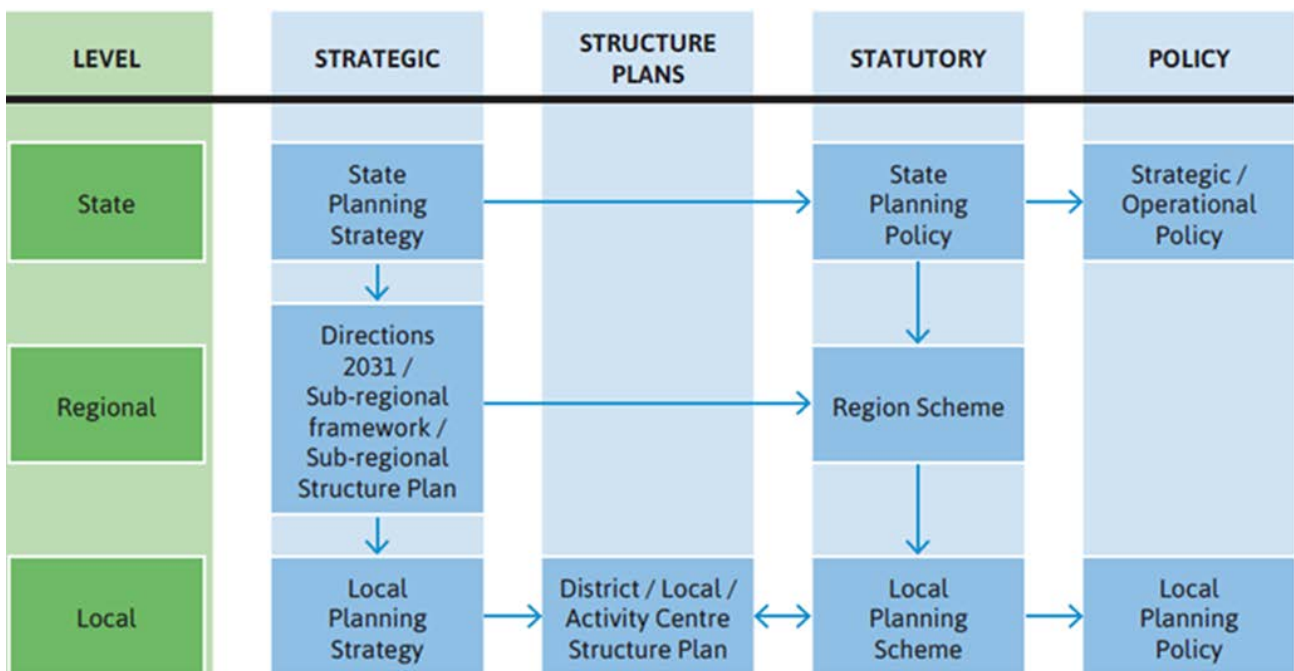


Figure 2: Local Planning Strategy in the Planning Framework

The relationship of the LPS to other key Town strategic plans is represented in Figure 3.



Figure 3: Relationship of LPS to other Town Strategies

1.4 Process for Preparation, Assessment and Endorsement of Local Planning Strategy

The Western Australian Planning Commission’s (WAPC) Local Planning Manual provides a guide to the preparation of a LPS. The Planning and Development (Local Planning Scheme Regulations) 2015 sets out the required process for the assessment and endorsement of a LPS. A summary of this process is illustrated in Figure 4.

Community engagement undertaken through the Evolve initiative to inform the development of the Strategic Community Plan had a significant emphasis on land use planning issues. A series of workshops, café conversations, online engagement and pop-up engagement was carried out over eight months to gain an understanding of the community’s needs, expectations and desires for the future. Workshops were dedicated to detailing the functions of the planning system and the significant role played by the State Government, where community sentiment on key planning issues and options was explored. The feedback collected has shaped the content of the LPS.



Figure 4: LPS Process

2.0 State and Regional Planning Context

The State Government’s planning framework is comprised of various strategies, legislation, policies, plans and guidelines that provide context for and shape and inform the strategic direction set out in Part 1 of the LPS. The main components of the State planning framework, its key features and the considerations relevant for the Town’s planning framework are summarised in the tables contained in following sections.

2.1 State Planning Strategies

Framework Component	State Planning Strategy 2050	
Prepared By	Western Australian Planning Commission	
Released	2014	
	Key Features	Considerations for the Town’s Planning Framework
	<ul style="list-style-type: none"> - High level strategic document that provides direction for State, regional and local planning strategies, plans and policies. - Recognises various global and local factors that provide a context for and influence the State’s future development and sets out a vision, supported by a set of principles, goals and strategic directions for sustained growth and prosperity with high standards of liveability and public health. - Strategy vision is for a diverse, liveable, connected and collaborative State. - Strategy principles relate to community, economy, environment, infrastructure, regional development and governance. - Strategy goals include aspirations for global competitiveness, strong and resilient regions, sustainable communities, infrastructure planning and coordination and conservation. - Strategy directions cover themes of economic development, physical and social infrastructure, environment and security. 	<ul style="list-style-type: none"> - Perth will remain as the main gateway to the State and function as its financial, administrative and social centre. Given its location in inner-Perth, the Town will have an important role in achieving the Strategy’s aspirations, particularly in respect to: <ul style="list-style-type: none"> - Land being available to accommodate population growth and provide for the needs of enterprise and the community, with infill and higher density housing optimised where appropriate. - Investing in infrastructure that stimulates growth and productivity. - Providing for efficient movement of people, goods and services through an integrated movement network and transit oriented development. - Attracting global capital and providing for a diverse, resilient economy. - Ensuring activity centres, public facilities and industrial areas are well-planned. - Being a leading educational, technology, knowledge and research centre. - Ensuring the efficient use of water, energy and other resources in the design, construction and maintenance of public and private development. - Providing the community with convenient access to jobs, activity centres, social and recreation opportunities and communication technology. - Creating a sense of place and belonging by protecting and enhancing local character and amenity and accommodating the housing and other social needs of a diverse community. - Ensuring a strategic approach to environmental planning.

Framework Component	State Sustainability Strategy	
Prepared By	Government of Western Australia	
Released	2003	
	Key Features	Considerations for the Town’s Planning Framework
	<ul style="list-style-type: none"> - Seeks to shape and advance the sustainability agenda throughout the State. - Contains a vision, principles, goals and concepts and presents global and local views and trends on to enhance awareness, understanding and increased involvement with sustainability directions and initiatives. 	<ul style="list-style-type: none"> - All settlements need to reduce their ecological footprint while improving the community’s quality of life. Key themes to address include: <ul style="list-style-type: none"> - reduction of energy usage and waste - access to sustainable modes of transport (walking, cycling and public transport) - triple-bottom line economic, social and environmental factors being considered equally in the planning process.

Framework Component	State Affordable Housing Strategy 2010-2020: Opening Doors to Affordable Housing	
Prepared By	Government of Western Australia	
Released	2010	
	Key Features	Considerations for the Town’s Planning Framework
	<ul style="list-style-type: none"> - Identifies actions to provide new opportunities and targets for the provision of affordable housing, including recommendations for planning policies and the approvals system to ensure efficient supply of land and housing types. 	<ul style="list-style-type: none"> - Refer to Section 4.4.8 – Housing Affordability.

<ul style="list-style-type: none"> - The WAPC subsequently released a Discussion Paper in 2013 that outlined a range of options for the planning system to support the development of affordable housing ranging from ensuring a diversity of housing types to the use of either voluntary incentives or mandatory provisions in planning schemes. - In 2014 the WAPC indicated its preference for the use of voluntary incentives in planning schemes to encourage affordable housing in new developments. 	
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2.2 State Planning and Other Legislation

Framework Component	Planning and Development Act	
Released	2005	
	Key Features	Considerations for the Town's Planning Framework
	<ul style="list-style-type: none"> - Provides a system of land use planning and development in the State, including provisions for: <ul style="list-style-type: none"> - Establishment and operation of the WAPC and Development Assessment Panels. - Preparation of State planning policies, region and local planning schemes and improvement plans. - Subdivision and development control. - Applications for review to the State Administrative Tribunal. 	<ul style="list-style-type: none"> - Requires that the Town regularly review its planning scheme. Related planning regulations require that any new scheme be informed by a LPS.

Framework Component	Planning and Development (Local Planning Schemes) Regulations	
Released	2015	
	Key Features	Considerations for the Town's Planning Framework
	<ul style="list-style-type: none"> - Establishes requirements for the form and content of local planning schemes and their operation and the process involved in their preparation, consideration, adoption and review. 	<ul style="list-style-type: none"> - A LPS must be prepared as a precursor to the preparation of a new planning scheme for the Town and provide an interface between regional and local plans and set out the long-term planning direction and rationale for zoning and classification of land.

Framework Component	Casino (Burswood Island) Agreement Act	
Released	1985	
	Key Features	Considerations for the Town's Planning Framework
	<ul style="list-style-type: none"> - Enacted to ratify and authorise the implementation of an agreement between the State Government and Burswood Property Trust to construct and operate a casino on the Burswood Peninsula. 	<ul style="list-style-type: none"> - The Act effectively removes a defined part of the Burswood Peninsula, known as the 'Resort Lands' and comprising iconic uses of land at Crown Casino and Perth Stadium, from zoning and development control provisions of the Metropolitan Region Scheme and local planning scheme. Notwithstanding that the Resort Lands lie outside of the Town's planning controls, the LPS should recognise the significance of the land uses and their inclusion in the definition of the Peninsula as a specialised centre in the Town's Activity Centres network.

Framework Component	Heritage of Western Australia Act	
Prepared By	Government of Western Australia	
Released	1990	
	Key Features	Considerations for the Town's Planning Framework
	<ul style="list-style-type: none"> - Provides for and encourages the conservation of places that have State cultural heritage significance, including: <ul style="list-style-type: none"> - Establishment and operation of the Heritage Council. - Establishment of the Register of Heritage Places. - Development assessment parameters. - Heritage agreements, conservation incentives and orders, penalties, acquisition and compensation. - Requirements for preparation of local heritage inventories. - Act has been under review and a new Heritage Act Bill was introduced to State Parliament in November 2017. 	<ul style="list-style-type: none"> - The Town has several places listed on the State Heritage Register and numerous places listed in its Municipal Heritage Inventory. The Town's heritage assets make a significant contribution to the character and sense of place and need to be taken into account in the planning direction to be contained in the LPS and future local planning scheme and policies.

Framework Component	Environmental Protection Act
Prepared By	Government of Western Australia
Released	1986
Key Features	Considerations for the Town's Planning Framework
<ul style="list-style-type: none"> - Provides for establishment of the Environmental Protection Authority (EPA) to prevent, control and abate pollution and environmental harm and conservation, preservation, protection, enhancement and management of the environment. 	<ul style="list-style-type: none"> - While not directly relevant to the LPS, the future proposed local planning scheme and any proposed amendments to it once established will require referral to the EPA to determine if formal assessment under the Act is necessary.

2.3 State Planning Policies and Guidelines

State planning policies are prepared and adopted by the WAPC under Part 3 of the Planning and Development Act 2005. The WAPC and local governments must have due regard to their provisions when preparing or amending local planning schemes and when determining applications for planning consent. The WAPC has also adopted operational policies and guidelines on various planning matters. Applicable policies and guidelines to the Town are summarised in the following tables.

Framework Component	Statement Planning Policy (SPP) 1 State Planning Policy Framework
Key Features	Considerations for the Town's Planning Framework
<ul style="list-style-type: none"> - Overarching policy that sets out key principles for land use planning decisions around the following themes: <ul style="list-style-type: none"> - Environment – to protect and enhance the key natural and cultural assets of the State and deliver a high quality of life based on environmentally sustainable principles. - Community – to respond to social changes and facilitate the creation of vibrant, safe and self-reliant communities. - Economy – to actively assist in the creation of regional wealth, support the development of new industries and encourage economic activity in accordance with sustainable development principles. - Infrastructure – to facilitate strategic development by making provision for efficient and equitable transport and public utilities. - To assist the development of regional Western Australia by taking account of the special assets and accommodating the individual requirements of each region. - Policy also sets out the arrangement of various State policies and regional strategies and plans as a defined planning framework. 	<ul style="list-style-type: none"> - The LPS and resulting new Town Planning Scheme should provide for planning decisions that aim to achieve the sustainable use and development of land, taking account of and giving effect to the Policy's principles, particularly in respect to: <ul style="list-style-type: none"> - Conservation of ecological systems and biodiversity. - Sustainable natural resource management. - Protection of sites with significant environmental values from inappropriate use and development. - Avoiding or minimising environmental degradation and hazards. - Preventing environmental and operational problems that could arise from siting incompatible land uses close together. - Accommodating future population growth and providing housing choice. - Providing land for community and cultural use, employment, commercial activity, industry, open space, education, health, infrastructure and tourism. - Integrating land use and transport planning to reduce the need for transport, promote the use of public transport and reduce the dependence on private cars. - Encouraging safe environments, community identity and participation and high standards of urban design. - Ensuring physical and community infrastructure is coordinated and provided in an efficient, accessible and timely way.

Framework Component	SPP 2 Environment and Natural Resources Policy
Key Features	Considerations for the Town's Planning Framework
<ul style="list-style-type: none"> - Defines the principles and considerations that represent good and responsible planning in terms of environment and natural resource issues, with the following objectives: <ul style="list-style-type: none"> - Integrate environment and natural resource management with broader land use planning and decision-making. - Protect, conserve and enhance the natural environment. - Promote and assist in the wise and sustainable use and management of natural resources. 	<ul style="list-style-type: none"> - The LPS and resulting new Town Planning Scheme should: <ul style="list-style-type: none"> - Avoid development that may result in unacceptable environmental damage. - Seek opportunities for improved environmental outcomes, including environmental restoration or enhancement. - Take account of the availability and condition of, and potential effects on, natural resources. - Protect significant natural, indigenous and cultural features. - Support conservation and management of native remnant vegetation, wetlands and waterways. - Take account of potential impacts from climate change on human activities, communities, natural systems, water resources and cultural heritage.

	<ul style="list-style-type: none"> - Encourage urban water management through water sensitive design and water conservation initiatives. - Consider flood risk in land use and development and the risks associated with nuisance insects. - Promote urban development patterns, densities and form that support reduced travel demand. - Have regard to the policies relevant to management of the potential for conflict between sensitive land uses and activities with air quality impacts. - Have regard to the capability of land to accommodate land uses and development and facilitate measures to reduce impacts on land, buildings and infrastructure. - Recognise and consider degraded or contaminated land and facilitate its rehabilitation or remediation for appropriate future use. - Consider mechanisms to protect areas of high biodiversity and conservation value and safeguard and enhance habitat corridors. - Promote energy efficient development and urban design and the retention of existing vegetation and revegetation in subdivision and development.
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Framework Component	SPP 2.8 Bushland Policy for the Perth Metropolitan Region	
	Key Features	Considerations for the Town's Planning Framework
	<ul style="list-style-type: none"> - Bush Forever (2000) identifies areas of vegetation within the Perth metropolitan region considered to have regional environmental significance. - SPP2.8 aims to secure long term protection of biodiversity and associated environmental values, recognises the protection and management of significant bushland areas as a fundamental consideration of the planning process and integrate and balance wider environmental, social and economic factors. 	<ul style="list-style-type: none"> - Only one Bush Forever Site is located within the Town (Site 48 – Kensington Bushland, Kent Street), which is afforded a high level of protection being reserved for Parks and Recreation and identified as a Bush Forever Area under the MRS. - SPP 2.8 suggests that local government prepare a local bushland protection strategy for all bushland located outside of Bush Forever sites and in the interim seek to identify and protect significant bushland through planning processes.

Framework Component	SPP 2.9 – Water Resources	
	Key Features	Considerations for the Town's Planning Framework
	<ul style="list-style-type: none"> - Provides additional guidance to SPP 2 on the consideration of water resources in land use planning processes. 	<ul style="list-style-type: none"> - The LPS and resulting new Town Planning Scheme should incorporate measures that reflect the policy's provisions relating to protection of significant environmental, recreation and cultural values of water resources.

Framework Component	SPP 2.10 Swan-Canning River System	
	Key Features	Considerations for the Town's Planning Framework
	<ul style="list-style-type: none"> - Provides a vision for the future of the Swan-Canning river system, guiding principles for future land use and development along the river system and performance criteria and objectives for specific precincts, including: <ul style="list-style-type: none"> - A regional framework for the preparation of precinct plans based on the precincts identified in the Swan River System Landscape Description; - A context for consistent and integrated planning and decision making in relation to the river; and - Guidance to ensure that activities, land use and development maintain and enhance the health, amenity and landscape values of the river, including its recreational and scenic values. 	<ul style="list-style-type: none"> - The Town's Swan River foreshore falls into the Perth Water and Lower Swan precincts. - For the Perth Water precinct, the policy recognises the importance of the Swan River for recreational, transport and commercial activities where the river has a mainly urban edge that has been largely modified. Public access and the protection of river views from key public places are a priority as well as ensuring that new development complements the river setting. - The Lower Swan precinct is characterised by a more natural landscape as the river meanders through a mix of high quality and degraded riverine vegetation. Protection and enhancement of foreshore vegetation is the priority for this precinct as well as enhancement of existing recreation, tourism and commercial nodes.

Framework Component	SPP 3 Urban Growth and Settlement	
	Key Features	Considerations for the Town's Planning Framework
	<ul style="list-style-type: none"> - Aims to facilitate urban growth and settlements, with a specific focus on urban sustainability, residential density and land use mix. Its objectives are to: <ul style="list-style-type: none"> - Promote a sustainable and well planned pattern of settlement, with sufficient and suitable land to provide for a 	<ul style="list-style-type: none"> - The LPS and resulting new Town Planning Scheme should reflect the following key elements of the policy's provisions in respect to managing urban growth in metropolitan Perth, planning for liveable neighbourhoods and coordination of services and infrastructure by:

<p>wide variety of housing, employment, recreation facilities and open space.</p> <ul style="list-style-type: none"> - Build on existing communities with established local and regional economies, concentrate investment in the improvement of services and infrastructure and enhance the quality of life in those communities. - Manage the growth and development of urban areas in response to the social and economic needs of the community and in recognition of relevant climatic, environmental, heritage and community values and constraints. - Promote the development of a sustainable and liveable neighbourhood form which reduces energy, water and travel demand whilst ensuring safe and convenient access to employment and services by all modes, provides choice and affordability of housing and creates an identifiable sense of place for each community. - Coordinate new development with the efficient, economic and timely provision of infrastructure and services. 	<ul style="list-style-type: none"> - Encouraging residential density in areas that are well-served by employment, services and public transport, such as near the Perth CBD, in and around activity centres and near higher education and areas of high amenity near the river. - Prioritising infill development in established urban areas, particularly through urban regeneration and intensification of under-utilised urban land, while respecting neighbourhood character. - Concentrating commercial, health, education, entertainment and cultural developments in and around activity centres and corridors with good access to public transport. - Developing an integrated land use and transport network to reduce car dependence and broaden travel options. - Protecting biodiversity and areas of environmental significance and promoting creation of an interlinked system of open space. - Protecting water resources and reducing use of non-renewable resources and waste generation. - Coordinating cost-efficient provision of infrastructure and services with new growth, possibly involving developer contribution arrangements to fund improvements in areas of fragmented land ownership.
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Framework Component	SPP 3.1 Residential Design Codes	
	Key Features	Considerations for the Town's Planning Framework
	<ul style="list-style-type: none"> - The R-Codes provide a basis for the assessment of applications for planning approval for land subdivision and residential development throughout the State and have the following objectives: <ul style="list-style-type: none"> - Provide residential development of an appropriate design for the intended residential purpose, density, context of place and site and scheme objectives. - Encourage design consideration of the social, environmental and economic opportunities possible from new housing and an appropriate response to local amenity and place. - Encourage design which considers and respects heritage and local culture. - Facilitate residential development which offers future residents the opportunities for better living choices and affordability. - Ensure certainty, timely assessment and determination of proposals applied consistently across government. 	<ul style="list-style-type: none"> - The allocation of residential densities across the Town and formulation of local planning policies needs to be done in the context of the applicable R-Codes requirements. - The use of form-based codes should be considered to address issues that are unique to inner urban environments that cannot be appropriately addressed by the R-Codes.

Framework Component	SPP 3.5 Historic Heritage Conservation	
	Key Features	Considerations for the Town's Planning Framework
	<ul style="list-style-type: none"> - Applies to the conservation and protection of historic cultural heritage at both a state and local level and has the following objectives: <ul style="list-style-type: none"> - Conserve places and areas of historic heritage significance. - Ensure that development does not adversely affect the significance of heritage places and areas. - Ensure that heritage significance at both the State and local levels is given due weight in planning decision-making. - Provide improved certainty to landowners and the community about the planning processes for heritage identification, conservation and protection. 	<ul style="list-style-type: none"> - The Town's planning framework should incorporate the following policy measures: <ul style="list-style-type: none"> - Identification of heritage places through a municipal inventory. - Designation of heritage areas and establishment of heritage lists under the local planning scheme. - Development control and assessment principles and provisions for heritage places and areas.

Framework Component	SPP 3.6 Development Contributions for Infrastructure	
	Key Features	Considerations for the Town's Planning Framework
	<ul style="list-style-type: none"> - Sets out the principles and considerations that apply to development contributions for the provision of infrastructure in new and established urban areas, and the form, content and process to be followed. The policy has the objectives of: 	<ul style="list-style-type: none"> - The establishment of development contribution arrangements may need to be considered as a means to fund the upgrading of infrastructure needed in areas subject to development, regeneration or other change. Arrangements are usually formally established under the local planning scheme.

<ul style="list-style-type: none"> - Promoting the efficient and effective provision of public infrastructure and facilities to meet the demands arising from new growth and development. - Ensuring that development contributions are necessary and relevant to the development to be permitted and are charged equitably among those benefiting from the infrastructure and facilities to be provided. - Ensuring consistency and transparency in the system for apportioning, collecting and spending development contributions. - Ensuring the social well-being of communities arising from or affected by development. 	
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Framework Component	SPP 3.7 Planning in Bushfire Prone Areas
Key Features	Considerations for the Town's Planning Framework
<ul style="list-style-type: none"> - Provides a basis for land use planning to address bushfire risk management, particularly for structure plans, subdivision and development proposals for bushfire prone areas. 	<ul style="list-style-type: none"> - The Department of Fire and Emergency Services has mapped several locations throughout the Town as being bushfire prone (Swan River foreshore at Belmont Park Racecourse and Rivervale, Kensington Bushland, Hillview Terrace Bushland). Bushfire risk associated with these areas should be addressed in any proposed structure plan or subdivision, development or building permit applications.

Framework Component	SPP 4.1 Draft State Industrial Buffer
Key Features	Considerations for the Town's Planning Framework
<ul style="list-style-type: none"> - Provides a state wide approach to the definition and securing of buffer areas around industry, infrastructure and special uses, to both protect sensitive uses from impacts of industry and avoid non-compatible uses impacting on the effective operation of industry. 	<ul style="list-style-type: none"> - The interface between Industrial zoned land in Welshpool and Residential zoned land in East Victoria Park and Carlisle needs to be considered in any proposal for change of zoning or new or extended development.

Framework Component	SPP 4.2 Activity Centres for Perth and Peel
Key Features	Considerations for the Town's Planning Framework
<ul style="list-style-type: none"> - Specifies broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres in Perth and Peel. It is mainly concerned with the distribution, function, broad land use and urban design criteria of activity centres, and with coordinating their land use and infrastructure planning. - Promotes the integration of activity centres with public transport, ensuring they contain a range of activities to promote community benefits through infrastructure efficiency, economic benefits of business clusters and lower transport energy use and associated carbon emissions. - Encourages consolidated residential and commercial development in activity centres so that they contribute to a balanced network. - Establishes a hierarchy of activity centres for Perth: <ul style="list-style-type: none"> - Capital City - Strategic metropolitan centres - Secondary centres - Specialised centres - District centres - Neighbourhood centres (supplemented by local centres) 	<ul style="list-style-type: none"> - The following Town centres are identified in SPP 4.2: <ul style="list-style-type: none"> - Secondary Centre - Victoria Park. - District Centres - East Victoria Park, Oats Street, Burswood. - Specialised Centre – Curtin/Bentley. - The draft Activity Centres Strategy (see sections 3.5 and 4.5) reviewed this aspect of SPP 4.2 and concluded that: <ul style="list-style-type: none"> - The entire length of Albany Highway within the Town should be designated as a single Secondary Centre. - The Burswood Peninsula should be designated as a Specialised Activity Centre.

Framework Component	SPP 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning
Key Features	Considerations for the Town's Planning Framework
<ul style="list-style-type: none"> - Promotes a system in which sustainable land use and transport are mutually compatible, with objectives to: <ul style="list-style-type: none"> - Protect people from unreasonable levels of transport noise by establishing a standardised set of criteria to be used in the assessment of proposals; - Protect major transport corridors and freight operations from incompatible urban encroachment; 	<ul style="list-style-type: none"> - Schedule 1 to the policy identifies the following roads within the Town as Primary Freight Roads: <ul style="list-style-type: none"> - Orrong Road/ Graham Farmer Freeway - Shepperton Road - Canning Highway/Great Eastern Highway - Welshpool Road - The Armadale/Thornlie passenger rail line is also identified as a key item of transport infrastructure.

<ul style="list-style-type: none"> - Encourage best-practice design and construction standards for new development proposals and new or redeveloped transport infrastructure proposals; - Facilitate the development and operation of an efficient freight network; and - Facilitate the strategic co-location of freight handling facilities. 	<ul style="list-style-type: none"> - Planning proposals for noise-sensitive land uses in close proximity to primary transport corridors (100-200m depending on type of transport route) need to address the potential for noise impacts and incorporate noise amelioration measures as appropriate.
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Framework Component	Development Control Policy 1.6 - Planning to Support Transit Use and Transit-Oriented Development	
	Key Features	Considerations for the Town's Planning Framework
	<ul style="list-style-type: none"> - Seeks to maximise the benefits to the community of an effective and well used public transit system by promoting planning and development outcomes that will support and sustain public transport use. - Applies to the drafting of local planning strategies and consideration of planning proposals within defined transit oriented precincts. Also applies to consideration of network changes. - Promotes transit-supportive development layout/structure and land use, investment in public domain in transit precincts, precinct planning and transit/land use integration. 	<ul style="list-style-type: none"> - Given the existence of five rail stations in the Town and several high-frequency bus services that pass through, most of the Town is defined in the Policy as a transit oriented precinct. - Significant potential exists for activating land around each rail station, along key bus routes and in and around the commercial and specialised centres throughout the Town with additional development for a mix of employment, entertainment, residential and community uses and investment in the public realm. Pursuit of this potential is a key plank of the LPS.

Framework Component	Structure Plan Framework and Local Development Plan Framework	
	Key Features	Considerations for the Town's Planning Framework
	<ul style="list-style-type: none"> - Sets out the manner and form in which structure plans, activity centre plans and local development plans are to be prepared and considered. 	<ul style="list-style-type: none"> - To be applied to the preparation and consideration of local structure plans and development plans for areas that require detailed planning.

Framework Component	Liveable Neighbourhoods	
	Key Features	Considerations for the Town's Planning Framework
	<ul style="list-style-type: none"> - Operational WAPC policy applied to structure plans and large-scale subdivision proposals for new urban land and infill precincts. 	<ul style="list-style-type: none"> - To be applied to the preparation and consideration of local structure plans for areas that require detailed planning. - Provides principles and standards to benchmark established communities against contemporary 'best practice' new sustainable community development principles, such as for foreshore reserves and public open space and the provision of land for community facilities.

Framework Component	Design WA (draft)	
	Key Features	Considerations for the Town's Planning Framework
	<ul style="list-style-type: none"> - State Government initiative to ensure good design is at the centre of all development proposals and cities, towns and neighbourhoods are created where people want to live, work and socialise. - Stage 1 of the initiative includes the following draft documents: <ul style="list-style-type: none"> - State Planning Policy for Design of the Built Environment, with ten principles for good design and requirements and guidelines for expert design review as part of the evaluation process. - Apartment Design Policy, for apartments and mixed use developments to replace Part 6 of the R-Codes. - Design Skills Discussion Paper. 	<ul style="list-style-type: none"> - Town Local Planning Policies may need review upon finalisation of the Stage 1 documents.

Framework Component	Better Urban Water Management (2008)	
	Key Features	Considerations for the Town's Planning Framework
	<ul style="list-style-type: none"> - The State Government's Better Urban Water Management guideline has been designed to facilitate better management of urban water resources by ensuring an appropriate level of consideration is given to the total water cycle at each stage of the planning process. It also provides guidance on the implementation of State Planning Policy 2.9 Water Resources. 	<ul style="list-style-type: none"> - A local planning strategy should identify objectives for water resource management, together with other environmental, social and economic issues in the local government area, and propose strategies to achieve these objectives. Implementation of strategies, together with timing and responsibilities, should be identified and incorporated into the local planning strategy where possible.

2.4 Regional Strategies, Plans and Schemes

A series of plans for the Perth region have been prepared over the course of time and have direct implications for planning the Town. The most significant of the current plans are summarised in the following tables.

Framework Component	Directions 2031 and Beyond	
Prepared By	Western Australian Planning Commission	
Released	2010	
	Key Features	Considerations for the Town's Planning Framework
	<ul style="list-style-type: none"> - High-level strategic plan that establishes a vision for future growth of the Perth and Peel region, building on the themes identified in Network City (2005) and based on a 'Connected City' scenario. - Targets an increase in population of the Perth and Peel region to 2.2 million by 2031, requiring an additional 328,000 dwellings and 353,000 jobs, with 121,000 new dwellings and 147,000 new jobs in the 19 local authorities that comprise the Central sub-region. - Aims to guide planning and delivery of housing, infrastructure and services necessary to accommodate and manage population growth, including increased emphasis on infill development and therefore increased residential densities in established urban areas. - Sets out a range of initiatives for a liveable, prosperous, accessible, sustainable responsible city. 	<ul style="list-style-type: none"> - Most of the Plan's initiatives apply broadly to the Perth/Peel region. More locally, the Plan identifies a network of Activity Centres in the Town including designation of Curtin/Bentley as a Specialised Centre, Victoria Park as a Secondary Centre and East Victoria Park and Burswood as District Centres. Burswood is also identified as a Metropolitan Attractor. Variation to the composition of the Activity Centres network is warranted in respect to: <ul style="list-style-type: none"> - Burswood Peninsula – should be designated as a Specialised Centre to reflect the unique nature and variety of land uses, including Crown Perth, Belmont Park Racecourse, Perth Stadium and existing and proposed high density residential, mixed use and entertainment uses. - Albany Highway – the whole of the section of the highway within the Town should be designated as a Secondary Centre to reflect the nature of the main street as a sizeable, continuous activity centre, albeit with nodes of different character. - An additional dwellings target of 11,200 by 2031 is set for the Town, though this is superseded by the revised target contained in the Central Sub-Region Planning Framework (see below).

Framework Component	Perth and Peel @ 3.5 million (draft)	
Prepared By	Western Australian Planning Commission	
Released	2015	
	Key Features	Considerations for the Town's Planning Framework
	<ul style="list-style-type: none"> - Builds on the vision set out in <i>Directions 2031</i>, expanding the future horizon to 2050 and adjusting up the population forecast for the Perth/Peel region to 3.5 million. - Plan is accompanied by planning frameworks for four sub-regions (including the Central Sub-Region). - Key challenges to be met in this time frame include: <ul style="list-style-type: none"> - Accommodating significant population growth (in the order of 1.5 million additional people). - Increasing the proportion of infill development and managing further greenfield development (2014 rates of infill development were around 28%, but need to rise to 47% by 2050). - Achieving a connected city growth pattern – new jobs and dwellings need to be focussed on existing activity centres integrated with efficient public transport. - Increasing housing diversity and affordability – 78% of the current housing supply comprises detached houses and greater diversity is required for an ageing population and diverse households. - Reducing car dependency – the cost of Perth's congestion was estimated at about \$1billion in 2009 and by 2020 could be more than \$2.1 billion. - Achieving efficient use of water sources in a drying climate – 43% of potable water supply is from groundwater, 39% from desalination and 18% from dams and these proportions will need to change as the climate changes and population grows. - Ensuring the region's environmental assets are protected – the regions sit within Australia's only global biodiversity hotspot. - Maintaining liveability – affordable housing is different to 	<ul style="list-style-type: none"> - The LPS needs to address the growth forecasts and employment and dwelling targets set for the Town, as well pursue objectives for activity centres, public transport utilisation, green corridors and areas of natural environment conservation (see Central Sub-Region Structure Plan table).

affordable living as it is not always cheaper to live in outer urban areas as higher costs of transport, utilities and other service costs add to total living costs.	
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Framework Component	Central Sub-Regional Planning Framework															
Prepared By	Western Australian Planning Commission															
Released	Draft – 2015. Finalised - 2018.															
	Key Features	Considerations for the Town’s Planning Framework														
	<ul style="list-style-type: none"> - The Central Sub-Region covers 19 inner ring local authorities, including the City of Perth and the Town. The region has the largest concentration of people and jobs and will accommodate much of the future population growth forecast in <i>Directions 2031</i> and <i>Perth and Peel @ 3.5 million</i>. - Focuses on achieving a higher level of infill residential and employment development within the existing built environment by making better use of established infrastructure. - Advocates greater use of activity centres, transport corridors and transit station precincts to support a diversity of higher-density accommodation close to jobs and amenities, while ensuring urban development does not encroach on existing industrial centres and the green network. - Key targets include: <ul style="list-style-type: none"> - Population increase from 782,947 (2011) to 1.2 million (2050) - the area will need approximately 780,000 jobs by 2050 jobs, up from 546,121 (2011) - more than 11,000 hectares of land will be conserved for green open space - 215,000 additional dwellings will be needed to reach the 2050 infill target. Six of the 19 Central Sub-Regional local governments are proposed to accommodate about 150,000 additional dwellings, as follows: <table border="1" data-bbox="199 1205 699 1417"> <thead> <tr> <th>Local Government</th> <th>Infill Housing Target</th> </tr> </thead> <tbody> <tr> <td>Stirling</td> <td>60,400</td> </tr> <tr> <td>Canning</td> <td>19,600</td> </tr> <tr> <td>Victoria Park</td> <td>19,400</td> </tr> <tr> <td>Melville</td> <td>18,500</td> </tr> <tr> <td>Perth</td> <td>16,000</td> </tr> <tr> <td>Bayswater</td> <td>15,800</td> </tr> </tbody> </table>	Local Government	Infill Housing Target	Stirling	60,400	Canning	19,600	Victoria Park	19,400	Melville	18,500	Perth	16,000	Bayswater	15,800	<ul style="list-style-type: none"> - Achievement of the additional dwelling target form the Town of 19,400 will require a multi-faceted approach to facilitating growth in designated areas. This is a key focus of the LPS. - As discussed in section 2.3, 2.4 and 4.5, two variations to the activity centres hierarchy for the Town are warranted: <ul style="list-style-type: none"> - The entire length of Albany Highway within the Town should be designated as a single Secondary Centre. - The Burswood Peninsula should be identified as a Specialised Activity Centre. - The Framework supports development of multi-functional corridors along key transport routes that support efficient movement and high amenity and recommends that they be a focus for investigation of increased densities and a mix of land uses. The following roads within the Town have potential to form such corridors: <ul style="list-style-type: none"> - Canning Highway. - Albany Highway. - Causeway precinct. - Geddes Street. - Shepperton Road. - Orrong Road between Archer and Oats Streets. - Archer Street. - Oats Street/Hillview Terrace. - Berwick Street – Geddes to Kent Street. - Berwick Street – Hillview Terrace to Boundary Road. - Kent Street – Berwick Street to Jarrah Road, and - Carlisle train station.
Local Government	Infill Housing Target															
Stirling	60,400															
Canning	19,600															
Victoria Park	19,400															
Melville	18,500															
Perth	16,000															
Bayswater	15,800															

Framework Component	Draft Public Transport Plan for Perth in 2031 (and Metronet)	
Prepared By	Perth Transport Authority	
Released	2011	
	Key Features	Considerations for the Town’s Planning Framework
	<ul style="list-style-type: none"> - Outlines the future public transport network within the Perth region by 2031, with a focus on increasing capacity of the existing network and expanding it to service a broader area. Election of the Labor Government in 2017 saw the adoption of Metronet initiative, which has resulted in several changes to the composition of the planned future network and the timing of its delivery. 	<ul style="list-style-type: none"> - The Plan envisaged the Town in 2031 would be serviced by the existing railway (extended beyond Armadale to Byford), bus services and a new light rail system service linking Curtin University and Oats Street station to Perth and beyond. - Metronet is not pursuing light rail as a priority, however it is important that the Town’s planning framework protect the potential for its future provision. Stage 1 Metronet projects of relevance to the Town include installation of a grade-separated railway crossing at Oats Street, extension of the Perth to Thornlie railway to Cockburn Central and planning for the Byford extension. These projects will provide benefits to the Town in terms of increased convenience and accessibility to other parts of the Perth region.

Framework Component	Transport @ 3.5 Million – Perth and Peel Transport Plan	
Prepared By	Department of Transport, Public Transport Authority & Main Roads Western Australia	
Released	2017	
	Key Features	Considerations for the Town’s Planning Framework

- Objectives of the Plan are to integrate land use with transport networks, deliver high frequency rapid transit connected with efficient public transport feeder services and provide a safe, connected arterial road network for the efficient distribution of people and freight.	- Largely reflects the draft Public Transport Plan for Perth in 2031, except that it proposes extension of the light rail system beyond Curtin University to Canning Bridge by 2050. - Proposes additional pedestrian bridges across the Swan River between Heirisson Island and Belmont Racecourse by 2050.
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Framework Component	Capital City Planning Framework	
Prepared By	WAPC	
Released	2013	
	Key Features	Considerations for the Town's Planning Framework
	<ul style="list-style-type: none"> - Forms a framework for planning of central Perth, including an area within a 12 kilometre by 12 kilometre frame around the city centre. - Builds on the Directions 2031 vision for Perth to be a world class liveable central city; green, vibrant, compact and accessible with a unique sense of place. Sets out the following objectives: <ul style="list-style-type: none"> - Become a more liveable city. - Enhance sense of place. - Reconnect with indigenous heritage. - Provide for a growing and diverse residential population. - Reduce the city's resource footprint, including greenhouse gas emissions. - Build robustness against climate change. - Build the knowledge and cultural economy. - Reduce dependency on private cars. - Build a compact central Perth. - Provides a spatial plan for Perth with a range of urban development types and examples of desirable land use, public realm, built form and access characteristics for each development typology. 	<ul style="list-style-type: none"> - The Framework sets out the following actions of relevance to the Town: <ul style="list-style-type: none"> - Major growth on the Burswood Peninsula is envisaged and further planning is required. - Continued development of Bentley-Curtin as a specialised centre for knowledge is a high priority. The centre should evolve to become more urban with high-quality access. - Intensification of development should be mainly within activity centres and along main streets and transit corridors. - Plan to add vibrancy to main streets and activity centres with a mix of uses. - Maintain character housing in the Town. - Maintain and evolve main street characteristics and activity along Albany Highway. - Utilise the Swan River as a way of connecting communities and attractions. - The spatial plan provides a conceptual illustration of these actions. The LPS builds on and refines these concepts based on further detailed analysis and consideration.

Framework Component	Economic and Employment Land Strategy	
Prepared By	WAPC	
Released	2012	
	Key Features	Considerations for the Town's Planning Framework
	<ul style="list-style-type: none"> - Focuses on the identification and de-constraining of land suitable for industrial activity to create an industrial land bank for the future and provide for a coordinated and proactive approach to facilitate zoning and development of identified land for industrial use. 	<ul style="list-style-type: none"> - Welshpool is identified as an existing industrial area, portion of which is located within the Town and in close proximity to Oats Street rail station. - Considerable scope exists to create a high intensity, mixed-use development as part of an activity centre around the station, where some land is currently zoned Industrial under the Metropolitan Region Scheme. Rezoning would be required to facilitate creation of an origin and destination transit oriented development and provide potential to allow for development of non-industrial uses to provide a buffer between existing industrial uses to remain and the adjoining residential area.

Framework Component	Metropolitan Region Scheme (MRS)	
Prepared By	Government of Western Australia	
Released	1963 and since amended	
	Key Features	Considerations for the Town's Planning Framework
	<ul style="list-style-type: none"> - Statutory land use scheme for the Perth Metropolitan Region. - Principal functions are to assign zones for the use of land and reservations for the provision of infrastructure and areas for regional open space and other community purposes. - Local government town planning schemes are required to complement the MRS by detailing more specific land use classifications and development standards for zoned land. The reservation of land under the MRS applies automatically in the same manner under a local authority planning scheme. 	<ul style="list-style-type: none"> - Zoning and reservation of land under the Town Planning Scheme will continue to need to be consistent with the MRS, including the following existing reserves: <ul style="list-style-type: none"> - Parks and Recreation - incorporating the Swan River foreshore and adjoining parklands, Lathlain Park and Kensington bushland. - Public Purposes - educational establishments at Curtin University, Bentley and Carlisle TAFE Colleges, Canning College and Kent Street High School. - Railways - Perth to Armadale Railway. - Primary Regional Roads – Graham Farmer Freeway, portion of Orrong Road, Great Eastern and Canning Highways and Shepperton Road.

	<ul style="list-style-type: none"> - The Industrial zoning of parts of Carlisle/Welshpool may ultimately require review to align with plans to facilitate future transit oriented development in close proximity to Oats Street train station as part of major activation of the station precinct and its linkage to the Albany Highway centre.
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Framework Component	Swan Canning River Protection Strategy	
Prepared By	Department of Parks and Wildlife & Swan River Trust	
Released	2016	
	Key Features	Considerations for the Town's Planning Framework
	<ul style="list-style-type: none"> - Provides a blueprint for managing the Swan Canning Riverpark, including responsibilities for numerous State government agencies and local governments to protect and maintain the ecological values, community benefits and amenity of the Riverpark. 	<ul style="list-style-type: none"> - Calls for the application of water sensitive design principles and guidelines and use of local planning schemes and policies to achieve a net reduction in nutrient inputs from land development.

Framework Component	Local Government Biodiversity Planning Guidelines for the Perth Metropolitan Region	
Prepared By	WA Local Government Association	
Released	2004	
	Key Features	Considerations for the Town's Planning Framework
	<ul style="list-style-type: none"> - Provide guidance for local government to better protect natural areas by preparing Local Biodiversity Strategies. 	<ul style="list-style-type: none"> - Recommends that local planning schemes include appropriate zonings and provisions to allow formal recognition and protection of locally significant natural areas.

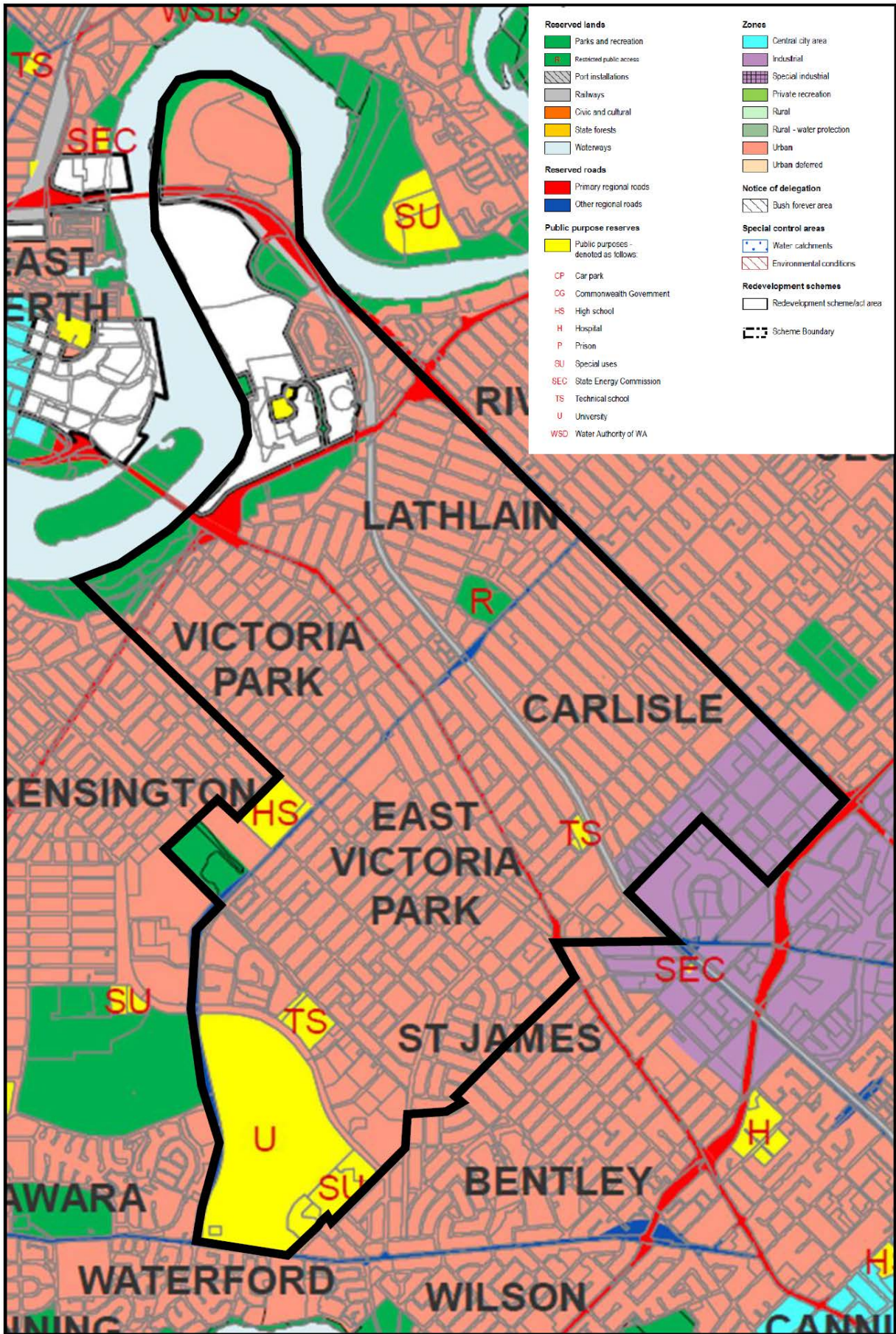


Figure 5: Extract from the Metropolitan Region Scheme Map (as at March 2018)

3.0 Local Planning Framework

The Town’s current local planning framework is comprised of various strategies, schemes, policies, plans and guidelines.

The main components of the current framework and key future considerations are summarised in this section.

Revision to elements of the framework will be necessary to fulfil the vision and objectives set out in Part 1 of the LPS.

3.1 Local Planning Schemes

The Town of Victoria Park - Town Planning Scheme No.1 (TPS 1) was gazetted in September 1998 and has since operated as the principal statutory land use and development plan for the Town. It consists of a scheme text, scheme map and 13 precinct plans.

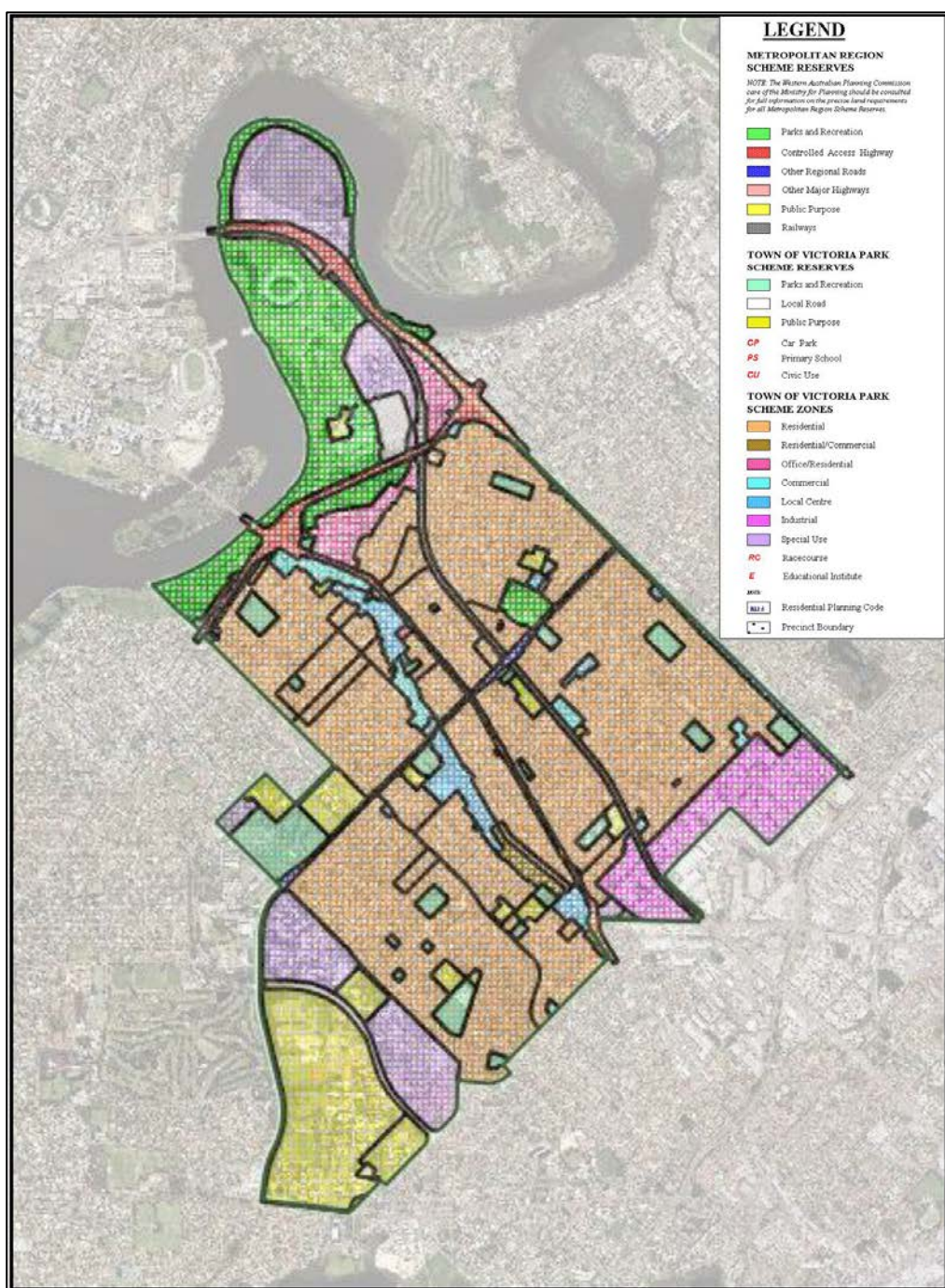


Figure 6: Town Planning Scheme 1 Map (as at March 2018)

The Town commenced a review of TPS 1 in 2008 and resolved in May 2010 to adopt a new draft local planning strategy and scheme for the purposes of community consultation. However State Government approval for consultation on the new strategy and scheme to commence was not forthcoming and the process was abandoned when the State’s local government reform agenda emerged in 2014 and significant changes to local government boundaries and governance arrangements were proposed.

The mooted amalgamation and boundary adjustments impacting on the Town, the City of South Perth and City of Canning did not proceed. After it become evident that the Town would continue to exist as it had since its inception in 1994, a fresh review of TPS 1 was undertaken. The review found that TPS 1 did not accord with the contemporary format for local planning schemes set out in the 2015 Local Planning Schemes Regulations, nor provide adequate statutory controls for certain land uses and development types or form a basis for achievement of the Town’s vision for its future towards and beyond 2050. As a result, the Town resolved in July 2017 to prepare a new local planning scheme and repeal TPS 1 upon the new scheme’s gazettal.

The new local planning scheme should incorporate:

- Model Scheme Text provisions, as prescribed in the Planning and Development (Local Planning Schemes) Regulations.
- Existing TPS 1 provisions that remain current and a necessary part of the local planning framework going forward.
- New or amended text provisions that address particular matters identified in the TPS 1 review, including certain land use definitions and permissibility, development and built form standards, approval exemptions, terminologies, inconsistencies between zoning table and precinct plan provisions.
- Text provisions intended to achieve the vision for future development of the Town as set out in the LPS.
- A new Scheme map.

The Town also resolved in July 2017 to revoke the Carlisle Minor Town Planning Scheme No.3, which had been in effect since 1969 but had long since served its purpose as a guide plan and cost sharing arrangement for the development of new streets and subdivision of land in Carlisle.

3.2 Local Planning Policies

Local Planning Policies are adopted under provisions that are deemed to be included in TPS 1 by the Planning and Development (Local Planning Schemes) Regulations 2015 (Schedule 2).

They assist the Town’s decision making process by provide guidance on a range of planning matters. Some provide development standards or guidelines for a particular area or type of land use, whereas others set out an administrative procedure or approach on a specific issue.

LPPs that are currently in effect in the Town are listed in the following table:

Local Planning Policies
LPP 1 - Public Notification/Advertising Procedure
LPP 2 - Home Occupation
LPP 3 - Non-Residential Uses in or Adjacent to Residential Areas
LPP 4 - Residential Uses in Non-Residential Areas
LPP 5 - Mixed Residential or Commercial Development
LPP 6 - Child Care Facilities within Residential Areas
LPP 7 - Vehicle Access to properties via a Right-Of-Way
LPP 8 - Sunbury Park Site Design Guidelines
LPP 9 - Design Guidelines for Burswood Lakes
LPP 10 - Pedestrian Walkways
LPP 11 - Control and Location of Amusement Centres
LPP 12 - Control and Location of Advertising Balloons and Blimps
LPP 13 - Roof Signs
LPP 14 - Industrial Uses in Proximity to Residential Areas
LPP 15 - East Victoria Park Gateway Shopping Area Design Guidelines
LPP 16 - Albany Highway Residential/Commercial Design Guidelines
LPP 17 - Street Frontage Design Guidelines for District Centres and Commercial Areas along Albany Highway
LPP 18 - Telecommunications Facilities

- LPP 19 - Satellite Dishes
 - LPP 20 - Design Guidelines for Developments with Buildings above 3 storeys
 - LPP 21 - Restricted Premises
 - LPP 22 - Development Standards for Causeway Precinct
 - LPP 23 - Parking Policy
 - LPP 24 - Loading and Unloading
 - LPP 25 - Local Planning Policy – Streetscape
 - LPP 26 - Local Planning Policy - Boundary Walls
 - LPP 27 - Building Height Controls
 - LPP 28 - Independent Representation for Appeals against Council decision on Applications for Development Approval
 - LPP 29 - Public Art Private Developer Contribution
 - LPP 30 - Car Parking Standards for Developments along Albany Highway
 - LPP 31 - Specialised Forms of Accommodation other than Dwellings
 - LPP 32 - Exemptions from Development Approval
 - LPP 33 - Guide to Concessions on Planning Requirements for Mixed-Use, Multiple Dwelling and Non-Residential Development
 - LPP 34 - Sea Containers Policy
 - LPP 35 - Policy Relating to Development in Burswood Station East
 - LPP 36 - Climate Control (Energy Efficiency)
 - LPP 37 - Community Consultation on Planning Proposals
- * PLNG10 Transitional Use Policy was adopted in 2017*

The Town has also adopted other policies covering various administrative and operational matters, which are contained in its Policy Manual.

3.3 Structure Plans

Structure plans have been prepared for some of the Town’s important development precincts. These plans provide a generalised pattern of land uses and form a basis for future land subdivision and development. Current structure plans are summarised in the following tables.

Structure Plans	
Structure Plan Name	Burswood Peninsula District Structure Plan (2015)
	<ul style="list-style-type: none"> - Provides a strategic framework for the planning, assessment, coordination and implementation of major development initiatives across the Burswood Peninsula. The vision is to create an attractive, vibrant and sustainable urban setting, with a diverse mix of housing, recreation, entertainment, tourism and employment opportunities. Principal objectives are to: <ul style="list-style-type: none"> - Place the Peninsula in its regional context and identify any factors that might influence the future planning and development of the area. - Confirm the role and function of Peninsula in the context of the State Government’s metropolitan planning strategy, Directions 2031 and Beyond. - Develop a spatial plan that defines planning and development precincts, and informs the preparation of local structure plans, planning scheme amendments, and statutory planning and development proposals. - Identify existing environmental and geotechnical site conditions and confirm what additional studies and investigations are necessary to support planning and development decisions. - Identify any social and community infrastructure that will be necessary to support the proposed new development. - Identify any services and infrastructure constraints, and options for the coordinated delivery of additional capacity to the area. - The scale of development across the peninsula is significant, with nine planning precincts estimated to yield: <ul style="list-style-type: none"> - 12,500 residential units; - 250,000 m² of commercial floor space; - 65,000 m² of retail floor space; - A new 60,000 seat stadium; and - A new 500 room hotel (Crown Perth). - The Plan reflects earlier detailed planning undertaken by the Town, including the 2013 Local Structure Plan adopted for the Belmont Park Racecourse Redevelopment and the 2003 Burswood Lakes Structure Plan.

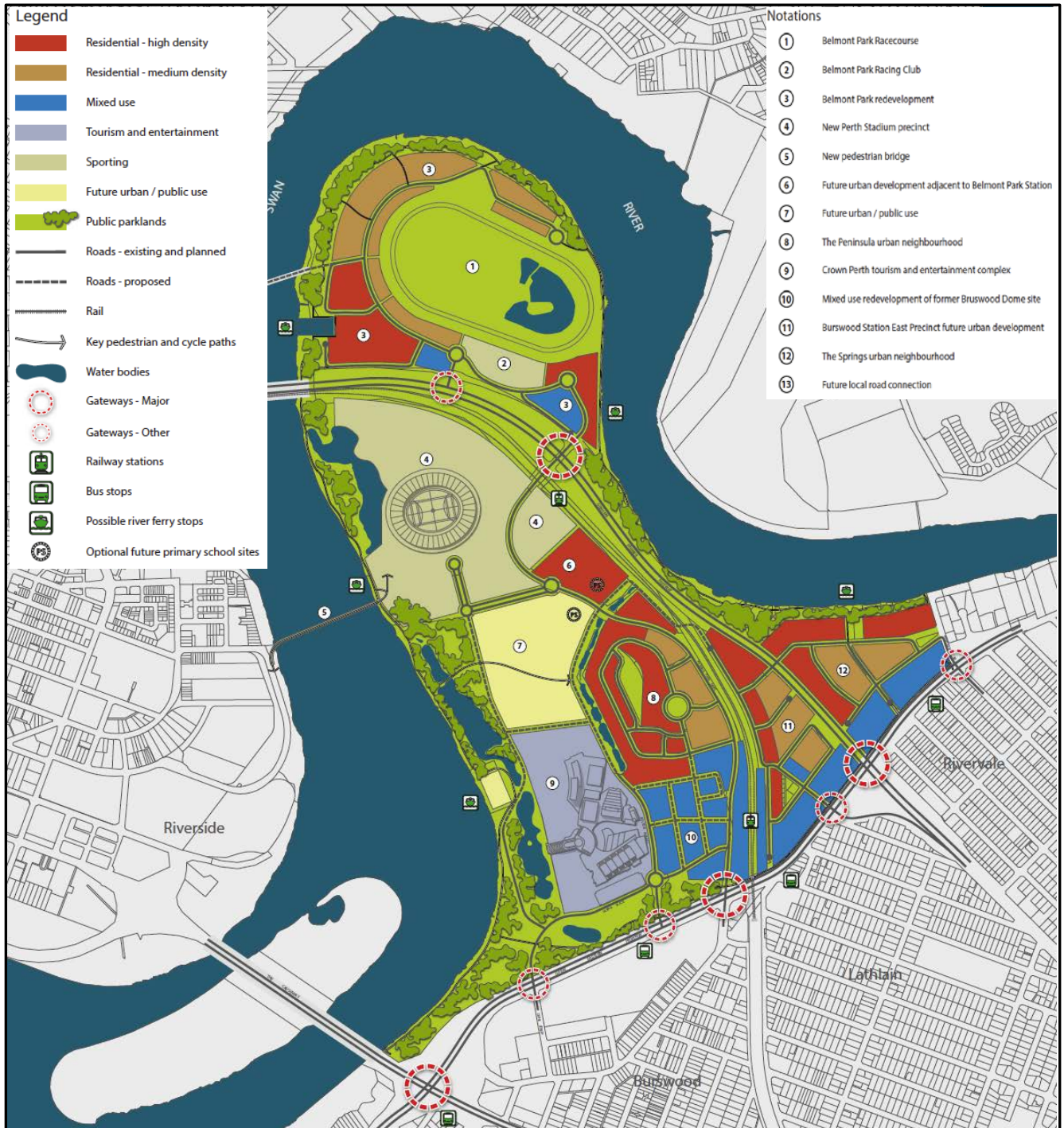


Figure 7 – Burswood Peninsula District Structure Plan

Structure Plan Name	Burswood Lakes Structure Plan (2003)
<ul style="list-style-type: none"> - Provides for the redevelopment of the former Portland Cement site into a high density residential neighbourhood. The development of the Peninsula is now nearing completion, with only two high rise tower sites and a number of low rise sites still to be developed. - Total development potential is for 1,250 dwellings with only small scale commercial uses for local day to day needs. 	



Figure 8 – Burswood Lakes Structure Plan

Structure Plan Name	Draft Burswood East Structure Plan (2018)
<ul style="list-style-type: none"> - Preparation of a draft master plan and Local Structure Plan by the Town for the Burswood Station East Precinct is well advanced. The master plan will propose redevelopment of the old industrial area into a vibrant mixed-use transit oriented development on the eastern side of the Burswood train station. - The plan proposes a total of 3,660 dwellings and 34,760m² of commercial floorspace. 	

Structure Plan Name	Belmont Park Racecourse Redevelopment Local Structure Plan (2013)
- Proposes new horse racing facilities and redevelopment of land surplus to racing needs for a mix of commercial and residential uses.	

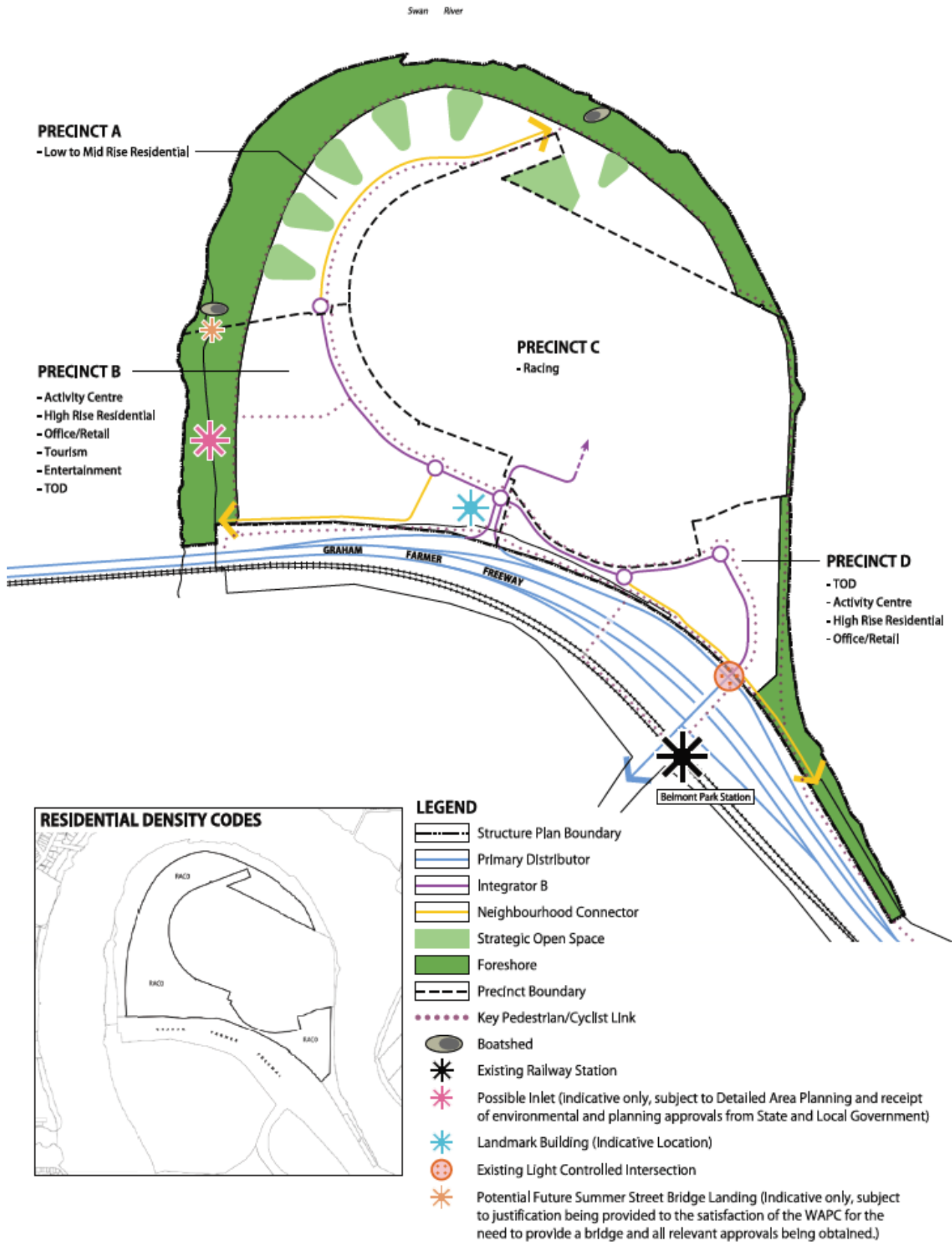


Figure 9 – Belmont Park Racecourse Redevelopment Structure Plan

Structure Plan Name | Draft Bentley-Curtin Specialised Activity Centre Structure Plan (2016)

- Vision is for the Plan area to become an innovative, creative and collaborative centre of excellence in science, technology, education and research supporting the State’s economic growth through the development and commercialisation of ideas into viable and sustainable enterprise and a vibrant place that is accessible, safe, sustainable, affordable and attractive for people to study, work, live and enjoy life.
- Specifically, it aims to:
 - Guide increase of the residential population of approximately 2,311 (in 2011) to 9,500 by 2031.
 - Confirm the role of Bentley-Curtin as identified in Directions 2031 and Beyond and the Draft Central Sub-regional Planning Framework.
 - Provide the strategic framework for coordinating subsequent planning and development including the MRS and local planning scheme amendments, legislative changes and local planning.
 - Set out the key structural elements essential to realise the opportunities within Bentley-Curtin.
 - Be informed by economic and infrastructure capacity analysis, a landscape public realm strategy and a transport assessment.
 - Provide general guidance on provision of social infrastructure to assist local government and key stakeholders.
 - Assist forward planning for infrastructure based on potential employment and residential populations.
- The plan area is divided into eight precincts, aimed at capitalising on the unique character and opportunities each presents, where further detailed planning is required.

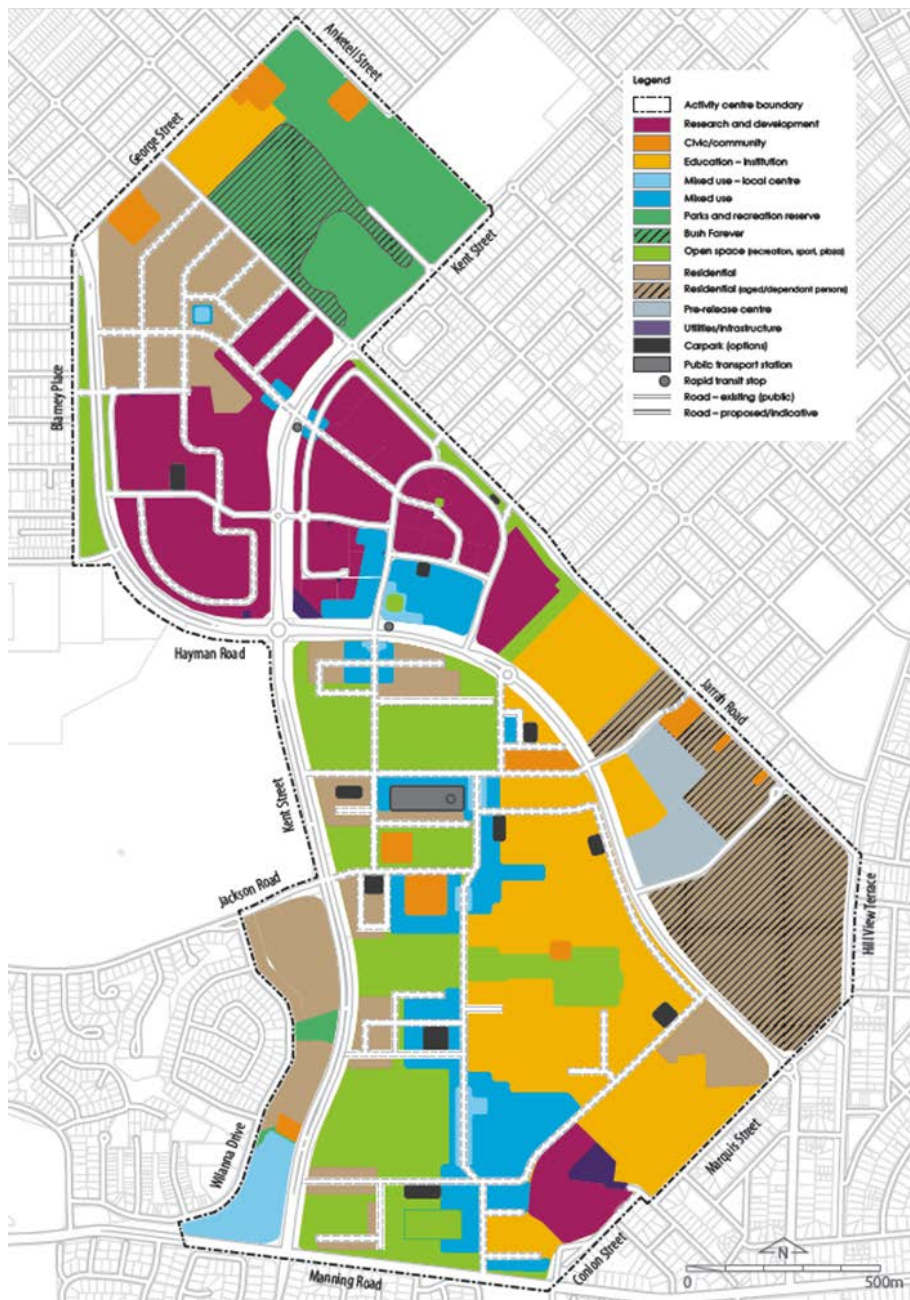


Figure 10 – Curtin-Bentley Specialised Centre Structure Plan

3.4 Local Planning Studies

A number of studies of various elements of the Town's characteristics have been completed in recent years. The findings assist to understand the nature of the Town and the opportunities and issues that exist or will be likely to exist in future and therefore inform the strategic direction of the LPS.

The key findings of the studies and their relevance to the Town's future planning is summarised in the following tables.

Framework Component	Town of Victoria Park – Analysis of Housing Consumption and Opportunities	
Prepared By	.id for Town of Victoria Park	
Released	2016	
	Key Findings	Considerations for Town's Planning Framework
	<ul style="list-style-type: none"> - Provides an analysis of demographic and housing data for the Town to provide a picture of future housing demand and supply opportunities. - Refer to section 4.4 for key findings. 	<ul style="list-style-type: none"> - Identifies three key sources of potential future housing supply in the Town based on analysis of population composition and trends, calculations of the amount of developable land, accessibility and amenity factors, density assumptions and planning, heritage and environmental constraints: <ul style="list-style-type: none"> - Activity centres (Albany Highway, Curtin-Bentley and the Causeway, Burswood, Oats Street, Berwick and Carlisle precincts) – potential for 22,220 additional dwellings. - Infill development (out of centres, throughout the Town) – potential for 1,521 additional dwellings. - Strategic development sites (out of centres) – potential for 275 additional dwellings. - This potential growth, if fully realised, would meet and in fact exceed the growth target set in the Central Region Sub-Regional Framework for the Town.

Framework Component	Draft Public Open Space Assessment	
Prepared By	Town of Victoria Park	
Released	2015	
	Key Findings	Considerations for Town's Planning Framework
	<ul style="list-style-type: none"> - Maps the amount, distribution, nature and accessibility of public open space (POS) within the Town. - Considers the State and local context in relation to POS standards, relevant studies, population characteristics, functionality and catchment hierarchy. - Recommends that a POS Strategy is prepared to further assess parkland function, quality and usage in the context of population growth. - Refer to section 4.7 for details. 	<ul style="list-style-type: none"> - The POS Strategy will need to consider: <ul style="list-style-type: none"> - Current notional POS supply deficiencies. - Where population growth is projected to occur. - Opportunity for usage and management. - Alternative ways of providing for the community's recreation needs.

Framework Component	Albany Highway Built Form Study (draft)	
Prepared By	Urbanix for Town of Victoria Park	
Released	2013	
	Key Findings	Considerations for Town's Planning Framework
	<ul style="list-style-type: none"> - Reviews built form implications for Albany Highway arising from SPP 4.2 – Activity Centres for Perth and Peel, the Capital City Framework and Perth Light Rail Master Class (2011) and taking into consideration: <ul style="list-style-type: none"> - Optimising development potential. - Character and design. - Activation and surveillance of the street. - Mixed use and density. - Building form, mass, frontages, height and scale. - Parking provision and access. - Solar access, private open space and privacy. - Proposes building envelopes and massing models on a specific street-block basis. 	<ul style="list-style-type: none"> - Recommends: <ul style="list-style-type: none"> - Undertaking more detailed and rigorous study of the problems and benefits of routing light rail along Albany Highway (as well as along Shepperton Road as an alternative). - Devising block to block building envelope and design-based policy and guidelines for Albany Highway to replace existing building height, plot ratio and density limits.

Framework Component	Residential Character Study	
Prepared By	Town of Victoria Park	
Released	2003	
	Key Findings	Considerations for Town's Planning Framework
	<ul style="list-style-type: none"> - Investigated dwellings constructed prior to 1945 that were still remaining within the Town and concluded that original character is still intact within parts of the Town, warranting protection. - Identified development pressure points and suggested a change in focus from a redevelopment to retain ethos. 	<ul style="list-style-type: none"> - See table on the 2010 review of this study below.

Framework Component	Residential Character Study Review (draft)	
Prepared By	Town of Victoria Park	
Released	2010	
	Key Findings	Considerations for Town's Planning Framework
	<ul style="list-style-type: none"> - The review found that there was a conflict between R-Code density provisions and the aim to retain character dwellings and considered managing this conflict through use of split density codings. - Included a new survey of original dwellings, adding some that were missed in the initial survey and deleting others that had since been redeveloped. 	<ul style="list-style-type: none"> - Need to identify areas that require protection through lower density residential coding. - Innovative solutions to encourage retention of original character dwellings and character streetscapes, while still allowing infill development at the rear of properties, are required. Form-based codes may be one solution. Requirements need to be easily understood and simple to administer.

Framework Component	Municipal Heritage Inventory	
Prepared By	Heritage Today for Town of Victoria Park	
Released	2000	
	Key Findings	Considerations for Town's Planning Framework
	<ul style="list-style-type: none"> - Contains a listing and description of 84 places within the Town with identified heritage significance, including four places that appear on the State Heritage List. 	<ul style="list-style-type: none"> - Provides a reference tool for the preparation of heritage-related policy, conservation initiatives and the determination of development proposals.

3.5 Local Planning Strategy Components

Various strategic land use planning initiatives completed or being undertaken by the Town focus on specific subject matters and effectively inform components of the LPS. Strategy goals and actions in respect to future planning for activity centres, housing, economic development and public open space have been identified through these initiatives. Key features and considerations of these initiatives are summarised in the following tables.

Framework Component	Activity Centres Strategy	
Released	2018	
	Key Features	Considerations for the Town's Planning Framework
	<ul style="list-style-type: none"> - The 2013 Activity Centres Strategy has been reviewed in light of new land use and floorspace data released by the WAPC and the continued evolution of the commercial environment. - SPP 4.2's centres hierarchy, as applicable to the Town, has been reviewed and the conclusion is that: <ul style="list-style-type: none"> - The entire length of Albany Highway within the Town should be designated as a single Secondary Centre. - The Burswood Peninsula should be designated as a Specialised Activity Centre. - The concept of 'activation areas' is a critical part of the Strategy – these are broader areas that include the centre core and flanking residential areas that through implementation of a conscious density strategy can support the viability and vitality of the centre and contribute to achievement of additional dwelling targets identified for the Town. In addition to Burswood and Albany Highway, activation areas are identified in precincts at the Causeway, Victoria Park station, Archer Street, Oats Street, Berwick Street and Curtin-Bentley. - Maintain existing convenience shopping at small local centres and make landscape improvements to the public domain where possible. 	<ul style="list-style-type: none"> - Key Strategy actions for the Town's activation areas include: <ul style="list-style-type: none"> - Designating the Albany Highway Secondary Centre as a 'Regional Centre' under the new local planning scheme. - Considering application of the R-AC Code for the core of activation areas and R40/R60 for land in close proximity, particularly along linking corridors in the new local planning scheme. Alternatively, form-based codes could be applied to provide more intense urban form where there is greater sensitivity to development of individual sites. - Developing a strategy to create points of difference between the two main retail nodes that comprise critical components of the Albany Highway Secondary Centre. Key objectives will be to: <ul style="list-style-type: none"> - Consolidate retail activity to the two main centres. - Diversify the retail offer. - Establish a unifying approach to landscaping, entry statements and small parks for each of the Centre's six sub-precincts. - Relax parking standards for non-residential uses. - Maximise density development opportunities within the walkable catchment of the Centre.

	<ul style="list-style-type: none"> - For Burswood and Curtin Specialised Centres, support additional retail floorspace but only for convenience shopping needs. Proposals for retail development over 5000m2 should be subject to a retail sustainability assessment demonstrating no adverse impact on the Secondary Centre. - Providing for higher density residential development adjacent to GO Edwards Park and office development elsewhere in the Causeway Precinct. - Rezoning some of the industrial zoned land to residential/commercial or apply form-based codes to residential or through form-based codes and increasing density codings in the Oats Street Precinct to prepare for future activation. - Supporting redevelopment for higher density residential and office and showroom uses in preference to retail uses in the Berwick Street Precinct. - Strengthening links between the Archer Street Precinct and Secondary Centre by reviewing upcoding potential of land within 200 metres of Archer Street (between Mars Street and Albany Highway) - Reviewing density codings or appropriate form-based codes to consolidate the Victoria Park Station Precinct and its linkage to the Secondary Centre as a transit oriented development. - Refer also to section 4.5.
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Framework Component	Local Housing Strategy	
Released	Pending preparation	
Key Features	Considerations for the Town's Planning Framework	
<ul style="list-style-type: none"> - A Local Housing Strategy typically sets out an action plan aimed at meeting the future housing needs of a local community. It forms an important guideline for the local planning scheme and the statutory planning provisions for housing development that the scheme contains. - The Town does not have a current Local Housing Strategy, however it has completed substantial background work to inform the broad direction of the LPS, including the id Housing Analysis and Opportunities Discussion Paper referred to in section 3.4, previous heritage and character studies and community engagement feedback on housing issues through the Evolve initiative. The Activity Centres Strategy also contains critical guidance on housing-related matters. 	<ul style="list-style-type: none"> - While no current Local Housing Strategy is in place, the required approach to future housing provision in the Town is in a broad sense quite apparent, in that: <ul style="list-style-type: none"> - Demographic data, trends analysis and State planning guidance all point to the need for more intensive forms of residential development to cater for increasing numbers of small household sizes and greater variety in household types. - Activity Centres will be a focal point for new residential development and areas identified for activation are well-suited to cater for more intensive forms of development given that are or will be well-serviced for commercial activity and public transport. - Strong community support exists for retention of the character of existing residential areas and properties that can accommodate larger households. Projections indicate larger properties for families will remain in demand in the Town well into the future. - Development of a significant amount of new housing is already provided for under existing local planning scheme provisions, such as on the Burswood Peninsula, where a large proportion of future growth is expected to occur, which if it does would go a long way towards achievement of the additional dwelling targets set by the State Government for the Town. The new local planning scheme could reflect similar provisions to those that presently exist in TPS 1. While some changes are required to define the spatial extent of and development controls in activity centres, wholesale changes to residential density codes are not required to achieve the dwelling targets. - This said, the Town should prepare a new Local Housing Strategy to set out detailed recommendations for longer-term changes to the new planning scheme that may be required to cater for future housing needs. Section 4.4 provides additional details. 	

Framework Component	Public Open Space Strategy	
Released	In preparation	
Key Features		Considerations for the Town's Planning Framework
<ul style="list-style-type: none"> - A Public Open Strategy guides the provision of a parkland network that enhances sense of place, ensures balanced provision of sport, recreation and nature functions, retains significant environmental and cultural features and realises opportunities for achieving efficiencies and sharing of infrastructure. The Town is presently prepared a Public Open Space Strategy. 		<ul style="list-style-type: none"> - A public open space strategy for the Town is required and will need to consider: <ul style="list-style-type: none"> - The definition of public open space and development of an inventory, classification system and maintenance standards for existing sites. - A recreational needs analysis and assessment of notional POS supply deficiencies. - Where population growth is projected to occur. - Opportunity for usage and management. - Alternative ways of providing for the community's recreation needs. - Refer also to section 4.7.

Name of Strategy/Plan	Economic Development Strategy	
Released	In preparation	
Key Features		Considerations for the Town's Planning Framework
<ul style="list-style-type: none"> - Intended to replace the Town's 2013 Tourism and Economic Development Plan, which has largely been implemented. - Initial analysis in support of the Strategy has considered the current economic situation of the Town, commercial and housing trends and investigated clusters of local and export industries and their performance. - Will make recommendations for supporting high-performing industries and boosting under-performing industries and ambitious future goals given the strength of the Town economy and its mix of industry and trade clusters. 		<ul style="list-style-type: none"> - A key role for the Town's local planning framework is to build on a strong and vibrant local economy. The focus will be on ensuring that the local planning scheme provides for the appropriate identification, zoning and control of development of land for commerce and other employment-generating uses. Other components of the planning framework may need modification to incorporate the Economic Development Strategy's recommendations once they are finalised.

3.6 Other Community Strategies and Plans

The Town regularly prepares community-oriented strategic plans as part of its corporate governance functions. The current plans cover a broad spectrum of interests, with various objectives and initiatives identified for community wellbeing, economic development, transport and the environment. Alignment of the Town's land use planning framework with these plans is a focus of the LPS. The plan's key features and relevance to the planning framework are outlined in the following tables.

Name of Strategy/Plan	Strategic Community Plan 2017 – 2032	
Released	2017	
Key Features		Considerations for the Town's Planning Framework
<ul style="list-style-type: none"> - Sets out the vision, mission and values to guide the Town to 2032 based on the community engagement process through the Evolve project. The plan outlines strategic outcomes under the themes of Social, Economic, Environment and Leadership and sets measures for a range of strategic outcomes. 		<ul style="list-style-type: none"> - The LPS and various specific elements of the Town's planning framework need to recognise and reflect the following Strategic Outcomes of the Plan: <ul style="list-style-type: none"> - S1 A healthy community. - Ec1 A desirable place for commerce and tourism that support equity, diverse local employment and entrepreneurship. - E1 A clean, safe and accessible place to visit. - En1 Land use planning that puts people first in urban design, allows for different housing needs and enhances the Town's character. - En2 A safe, interconnected and well maintained transport network that makes it easy for everyone to get around. - En3 A place with sustainable, safe and convenient transport options for everyone. - En5 Appropriate, inviting and sustainable green spaces for everyone that are well-maintained and well-managed. - En6 Increased vegetation and tree canopy.

Name of Strategy/Plan	Social Infrastructure Plan	
Released	2017	
	Key Features	Considerations for the Town's Planning Framework
	<ul style="list-style-type: none"> - Considers the future growth and demographic composition of the Town to 2050 and beyond, examines existing facilities, service provision benchmarks and community needs and identifies actions to guide the provision of social infrastructure through planning, partnerships and advocacy. - Sets out a vision for social infrastructure that is flexible, multi-purpose, inclusive, high-quality, vibrant, contemporary, attractive, safe, accessible, affordable, well-managed, clean, comfortable and sustainable. 	<ul style="list-style-type: none"> - The Plan identifies 73 strategic actions, including the following land use planning-related initiatives: <ul style="list-style-type: none"> - Make provision for a multi-purpose community centre, including child health clinic and seniors facilities, in Burswood. - Work with the Department of Education and non-government school providers to address primary and secondary school needs in the Town, including provision of a new primary school in Burswood. - Prepare a public open space strategy to address increased demand for open space from an increased population, including exploration of the need for additional sporting fields and strategies to increase the capacity of existing fields.

Name of Strategy/Plan	Integrated Movement Network Strategy (IMNS)	
Released	2013	
	Key Features	Considerations for the Town's Planning Framework
	<ul style="list-style-type: none"> - Provides a high-level framework to guide planning for the delivery of an efficient, safe, well-connected and sustainable transport system in the Town, with the following objectives: <ul style="list-style-type: none"> - Support the Town's vision and objectives as set out in its Community Plan. - Manage traffic congestion by efficient use of roadway space and capacity and better transport and land use integration. - Support economic growth. - Enhance the urban environment with greater emphasis on bicycle and pedestrian paths and connections with public transport. - Improve access to employment, entertainment, medical, education and community facilities. - Reduce transport costs for the community by providing better public transport services. - Improve transport links, connections and movements. - Create a healthier community through encouraging active travel such as cycling and walking. - Focus on environmental sustainability with less reliance on motor vehicle transport. - Provide a basis for the current and future management of parking on private and public land. - Contains strategies and actions relating to the themes of roads, public transport, parking, cycling and walking, travel demand management and monitoring. 	<ul style="list-style-type: none"> - The Strategy contains 55 strategy elements with over 220 individual actions, including the following key land use planning-related initiatives: <ul style="list-style-type: none"> - Incorporate provisions in the new local planning scheme for development of benchmark servicing and delivery plans for land uses within activity centres. - Develop tools to measure public transport accessibility and link to development requirements within the local planning scheme. - Develop land use policies for activity centres that are supportive of increased public transport trip generation or patronage capture and address parking and cycling considerations. - Ensure provision of land for public transport infrastructure within activity centres and along the railway. - Various actions relating to the introduction of light rail and its connection from the Causeway to Curtin University and Burswood, including selection of the preferred routes and stops and review of development potential along the selected route/stops. - Review local planning scheme provisions to set standards for provision of parking for key users, end of trip facilities for cyclists, cash-in-lieu contributions for public parking or alternative transport modes, - Reduce Scheme/Policy parking requirements that reflect public transport accessibility and public parking availability. - Include thresholds and scope for Travel Plan requirements in the local planning scheme for major developments proposed in activity centres.

Name of Strategy/Plan	Environmental Plan 2013-2018	
Released	2013	
	Key Features	Considerations for the Town's Planning Framework
	<ul style="list-style-type: none"> - Directs environmental management of the Town by identifying focus areas and associated actions for implementation: <ul style="list-style-type: none"> - Climate change adaptation and greenhouse protection – by promoting efficient use of energy, reduction in greenhouse gas emissions and community awareness to effect climate change action. - Water management – by protecting and enhancing water resources, effective stormwater management and community awareness programs on sustainable water use. 	<ul style="list-style-type: none"> - Planning-related actions of the Plan involve integrating the Guidelines for Managing Small to Medium-Size Industry (2008) and Erosion and Sediment Control Local Planning Policy and Guidelines (2008) into the local planning framework.

<ul style="list-style-type: none"> - Land management – by incorporating environmental considerations into planning and development approval processes. - Natural areas and biodiversity – by ensuring effective maintenance, protection and enhancement of the Town’s biodiversity. - Solid waste management – by implementing strategies and projects that aim to reduce waste creation and disposal and efficient manage its recovery. 	
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Name of Strategy/Plan	Healthy Vic Park Plan 2017-2022	
Released	2017	
	Key Features	Considerations for the Town’s Planning Framework
	<ul style="list-style-type: none"> - Satisfies the Public Health Act 2016 requirement for an integrated health and wellbeing planning process that supports the vision for the Town to be a happy and healthy community. - Contains the following objectives: <ul style="list-style-type: none"> - Provide healthy places and spaces to encourage and support healthy lifestyle opportunities. - Guide and encourage the community to lead healthier lifestyles through the provision of lifestyle and educational opportunities. - Educate and empower local business and events in prioritising community health. 	<ul style="list-style-type: none"> - Actions relevant to the local planning framework include: <ul style="list-style-type: none"> - Developing and implementing a POS strategy and Bike Plan for the Town. - Developing and implementing a LPS to create a comprehensive strategic direction for a growing community. - Reviewing the Local Planning Scheme. - Developing and implementing a Laneway Activation Strategy. - Incorporating activated urban spaces in any local structure plans and local development plans.

4.0 Local Profile

This section outlines the current natural, social, economic and development setting of the Town and provides local context for the strategic direction set out in the LPS.

4.1 Historic Development

When Captain James Stirling first visited the Swan River region, he extolled its virtues as a fertile land, fruitful and abundant. This assessment is not surprising considering that land around the Swan River had been significant to the Aboriginal people of the area, called the Whadjuk, for thousands of years prior to European exploration. The Whadjuk people were custodians of the land that sustained them for countless generations, however their lives were irrevocably changed with the arrival of the British in 1827.

In the 1830's, soon after colonial settlement, major land grants were established over much of what is now Victoria Park. A track was surveyed between Perth and Albany and the first Causeway was built in 1843, with inns and stores established along what is now known as Albany Highway.

During the 1880's and 1890's, subdivision of residential lots commenced. The Victoria Park Roads Board was proclaimed on 20 July 1894 and the area was declared the Municipality of Victoria Park on 30 April 1897. Development hastened around this time as a result of population growth driven by the gold rush.

On 18 November 1917, the Municipality was dissolved with all By-Laws and Regulations of the Victoria Park Municipal Council repealed and replaced by those of the City of Perth.

The period between 1920 and 1930 was one of rapid development in Victoria Park and the character of many of its suburbs was established during this period. There was a further surge of new residential growth in the 1950s, though the take-up of private cars at this time saw the demise of the tram service to the Town.

By 1960, development along Albany Highway had reached its peak with nearly 260 retail shops. Accessibility by car made Albany Highway the third largest commercial centre after Perth and Fremantle and the regional centre for the south-east corridor. The 1960's also saw the start of the development of blocks of apartments in advantageous positions along the ridges looking towards the river and the centre of Perth and opening of a tertiary college at what is now known as Curtin University in Bentley.

By 1970, Albany Highway was congested with traffic and Shepperton Road was upgraded to act as a bypass for through-traffic. Around the same time, new regional indoor shopping centres were established in Belmont and Canning. All of these factors resulted in a decline in the regional dominance of the Albany Highway strip.

The 1980s saw the start of the transformation of the Burswood Peninsula with the construction of the casino and indoor arena.

On 1 July 1994, the State Government enacted the City of Perth Restructuring Act 1993. This defined the Town's boundary, which remains today. Initially though the new authority was named the Town of Shepperton, but several months later was amended to the Town of Victoria Park following a residents' petition demanding the name change.

The Town's historical development still impacts today, as the residential character of houses constructed in the pre-World War II era is highly desirable. Similarly, the character of the Albany Highway main street has evolved over the years but has remained as a focal point of the Town. A revival in main street retail and entertainment/hospitality uses in recent years has seen it reinvent itself from a declining commercial strip into a vibrant destination with a range of restaurants, cafes, small bars and specialty shops. Burswood continues to evolve as a major destination with Crown Perth, Perth Stadium and Belmont Park racecourse. The Curtin/Bentley area is a key education and technology hub that will diversify uses in future. The existing railway network offers potential for the activation of precincts around the stations and along their linkages to Albany Highway as significant destinations in their own right.

4.2 Physical Features

4.2.1 Geology and Soils

The north-western boundary of the Town follows the edge of the Swan River, which curves around the Burswood peninsula between McCallum and Charles Paterson Parks. Tidal flats along the riverfront overlay alluvial clays and silts that are prone to flooding and settlement under loads. Land on the peninsula was subject to past dredging, landfill and industrial development and soil conditions can present construction challenges as the area transitions.

Land rises to the south-east of the riverfront on an elevated narrow band of the Spearwood dunal system, which is characterised by yellow or red/brown sandy soils with appreciable iron and aluminium content. These soils have some capacity to retain nutrients, though they can under high nutrient loads leach into groundwater and contribute to algal blooms in receiving water bodies.

Further inland, soils transition to the Bassendean dunal system, which is the dominant soil type in the Town. These soils tend to be sandy in composition with little silt or clay, but have poor nutrient-retention ability.

Acid sulphate soils (ASS) are soils and sediments that contain iron sulfides. They occur naturally and are widespread in low-lying coastal areas. Harmless when left in a waterlogged, undisturbed environment, but when exposed to air, through drainage or excavation, the iron sulphides react with oxygen and water to produce iron compounds and sulphuric acid. This acid can release other substances, including heavy metals, from the soil and into the surrounding environment and waterways.

State Government mapping indicates that some of the Town sits on land with high-moderate risk of ASS, generally corresponding with the alluvial soils along the riverfront and sandy soils on the Spearwood dunal ridgeline (as shaded red in Figure 11), with much of the rest of the Town having moderate to low ASS risk (shaded yellow on Figure 11). Activities with the potential to disturb ASS must be managed carefully to avoid environmental harm.

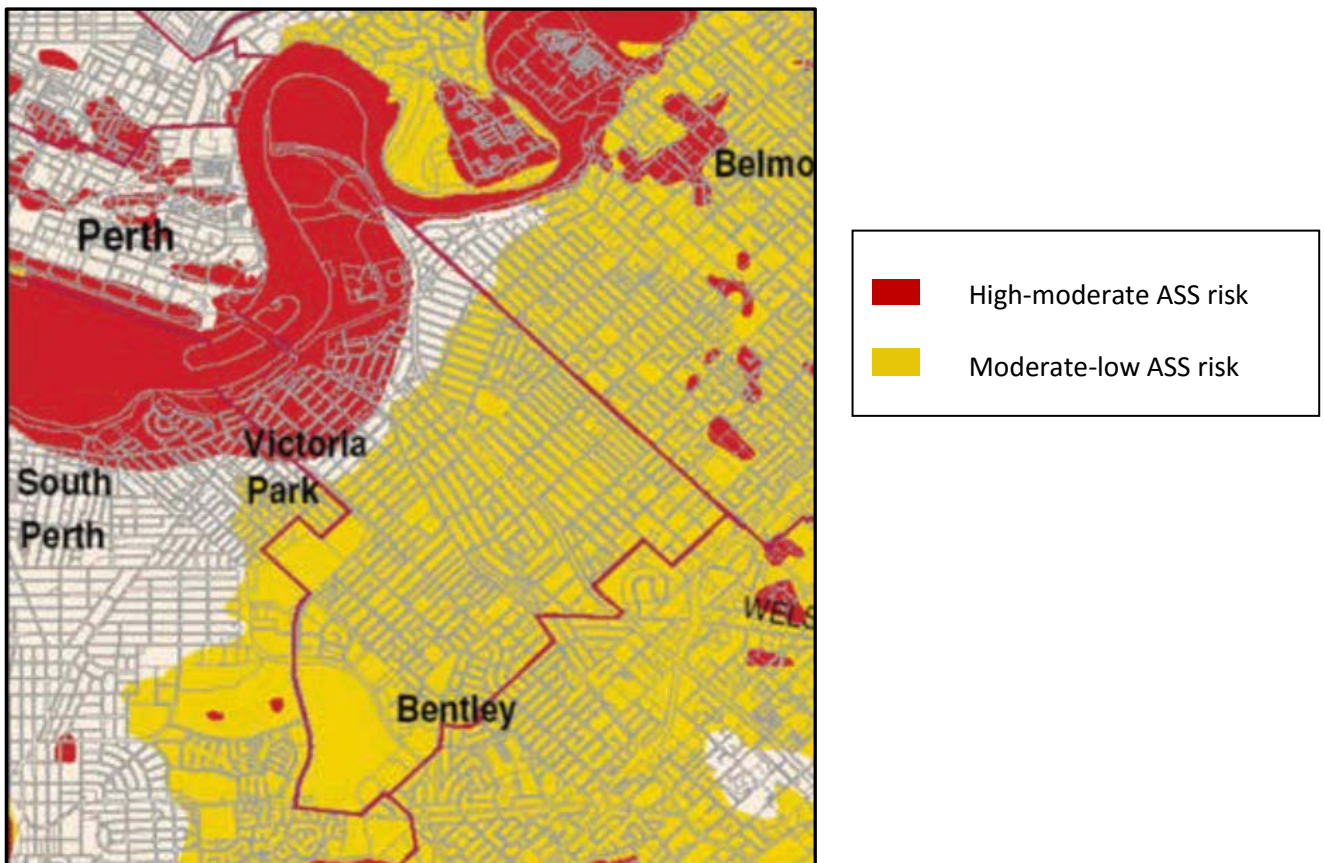


Figure 11: Acid Sulphate Soils Mapping

4.2.2 Vegetation and Bushland

Three vegetation complexes exist in the Town; the Bassendean, the Swan and the Vasse, with the Bassendean complex the most prevalent.

The Bassendean complex stretches discontinuously for the whole length of the Swan Coastal Plain from Moore River to Dunsborough. Typical Bassendean complex vegetation varies from Jarrah (*Eucalyptus marginata*), Sheoak (*Allocasuarina*) and Banksia woodlands, Melaleuca (Paperbark and Honey Myrtle) low woodland, to sedge lands on wetter sites. Low woodland dominated by Banksia, Pricklybark (*Eucalyptus todtiana*) and Christmas Tree (*Nuytsia floribunda*), with a dense understorey, and Woollybush (*Adenanthos*) is also characteristic of the Bassendean system.

Much of the Town has been cleared of native vegetation. Of its 17.62 km² area, approximately 202ha (or 11.46%) is reserved for Parks and Recreation by either the MRS or TPS 1, with 22.4ha containing remnant bushland. 39 sites in the Town have been identified as containing some remnant native vegetation including:

- Four bushland reserves;
- Nine other parks;
- Nine road reserves; and
- 17 drainage sumps.

The most environmentally significant of the bushland reserves is Kensington Bushland on Kent Street, which is identified as a Bush Forever site and reserved by the MRS for Parks and Recreation. The adjacent former Kent Street sand quarry and Kensington Police and Citizens Youth Club site are also important bushland reserves that are reserved for Parks and Recreation and Public Purposes-Civic Uses by TPS 1. The Hillview Community Bushland at the corner of Hillview Terrace and Berwick Street is the fourth bushland reserved and is reserved for Parks and Recreation by TPS 1. All these sites and are described in detail within the *Remnant Vegetation Management Plan* (2004) and the high level of species diversity is of ecological importance and also a culturally valuable asset to the Town.

Remnant vegetation in bushland areas, as well as individual trees on sites, can provide refuge and resources for a number of fauna species, be a seed source for future rehabilitation and provide a cooling effect as part of the Town's tree canopy.

Mapping of the tree canopy across Perth has been undertaken by the State Government and provides an accurate baseline for comparing the extent of tree coverage over time and as a management tool to assist Local Governments to develop strategies to assist future care and expansion of this green infrastructure over time. The Town is currently preparing an Urban Forest Strategy, which is likely to identify actions needed to increase the Town's tree canopy, given a decline in recent years.

4.2.3 Climate

The CSIRO 50th percentile scenarios (the mid-point of the spread of model results) predict that rainfall in Perth will decline by between 10% and 40% and temperature is predicted to increase by 0.6 °C to 3.0 °C by 2070 (CSIRO, 2007). This rise in temperature has the potential to impact on flora, fauna and people, through increased heat stress and risk of bushfires.

In addition, climate change is predicted to result in sea level rise and trigger an increase in the frequency and magnitude of extreme weather events, which include high tides, storm surges (low barometric pressure), wind and waves (CSIRO, 2007 and ACECRC, 2008 as cited in Swan River Trust, 2010). These changes have the potential to affect the foreshore areas of the Swan River and potentially the surrounding land, predominantly the low lying areas of the Burswood peninsula and Victoria Park.

It has been reported that climate change is likely to result in lower rainfall in Western Australia's south west region, coupled with more intense rainfall events (CSIRO, 2007). This variability has the potential to result in localised flooding from stormwater during extreme events, becoming more frequent in the future. Declining stream flows and superficial groundwater levels have been observed over the past ten years, most likely as a

result of declining annual rainfall. Continuing reductions are likely to maintain this pattern and may have significant impacts on surface and groundwater availability for both human and environmental needs. As groundwater levels decrease, climate change may also increase the risk of acidification and heavy metal contamination resulting from the disturbance of ASS.

The Town has prepared a Climate Change Adaptation Plan that identifies risks and provides responses to the most significant risks based on the Town's sphere of operational control. This is intended to improve the Town's resilience to the impacts of climate change into the future.

4.3 Water Management

Significant water resources in the Town comprise the Swan River, groundwater and lakes.

Regional groundwater flows very slowly from the dunal areas in the south-eastern parts of the Town and through sandy soils towards the Swan and Canning Rivers. The depth to the water table varies within the Town from less than 1m below the surface to up to 21 metres in places

The Town contains several artificial lakes, with most being situated on parkland spaces of the river foreshore. The topography of the area prior to urbanisation would have had a number of small catchments draining to low spots, some of which may have been seasonally marshy or wet. With development of drainage systems, many of these low spots were preserved as infiltration basins or sumps for disposal of stormwater.

The Town's major freshwater body is the lake in G.O. Edwards Park, Burswood. The lake is approximately 40 years old, having been constructed upon the site of a former uncontrolled landfill in the 1970s as part of the 150 year celebrations for the State. The site is reserved for 'Parks and Recreation' in the MRS, being occupied by parkland comprising the lake and approximately 10 hectares of open space, including large expanses of irrigated turf, some native garden beds and stands of mature trees. The lake has two islands and is fed by a groundwater source providing a year-round water supply. Unlike many of Perth's ephemeral urban wetlands which dry out during summer, the lake maintains a fairly constant water level throughout the year, even though water from it is used for reticulating parkland. This, together with the fact that groundwater is suspected to be carrying nutrients into the system, is a major contributing factor causing algae outbreaks in this lake, including the presence of toxic blue-green algae. Water quality must be managed during the summer when outbreaks of algal blooms occur.

The majority of water used to reticulate POS is sourced from groundwater supplies. The exceptions are Taylor Reserve and McCallum Park, which are irrigated using reclaimed stormwater and several small neighbourhood parks throughout the Town where scheme water is used. The Town coordinates the reticulation systems remotely, as well as on-site.

Urban development and activity that has occurred on or adjacent to the Swan River has impacted heavily on the ecologies and water quality contained within the river system in the past. Various environmental regulations and initiatives are focussed on protecting and enhancing the river system's natural values, with the Swan Canning Water Quality Improvement Plan (2009) one example of established management and control actions for the river catchment.

Better Urban Water Management (2008) embeds a total water-cycle management approach into the various land use planning and approval processes and has specific recommendations on the content of a LPS, as summarised in section 2.3.

4.4 Population and Housing

The Town is due to experience significant population change in coming years. Change is expected to result from migration, natural increase and aging of the population. Global trends, such as urbanisation, growth of the global economy and community expectations around sustainability will also drive population change.

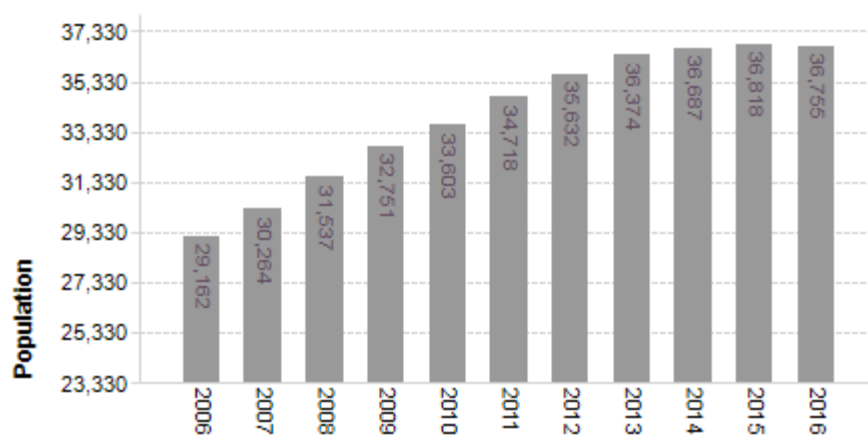
This section provides a snapshot of the current composition of the Town's population and housing stock and what they are likely to look like in the future. This is based on data from a range of sources including *Future*

Trends, id forecasts and the Australian Bureau of Statistics and informed by the regional and local strategic planning context.

4.4.1 Current Population Size

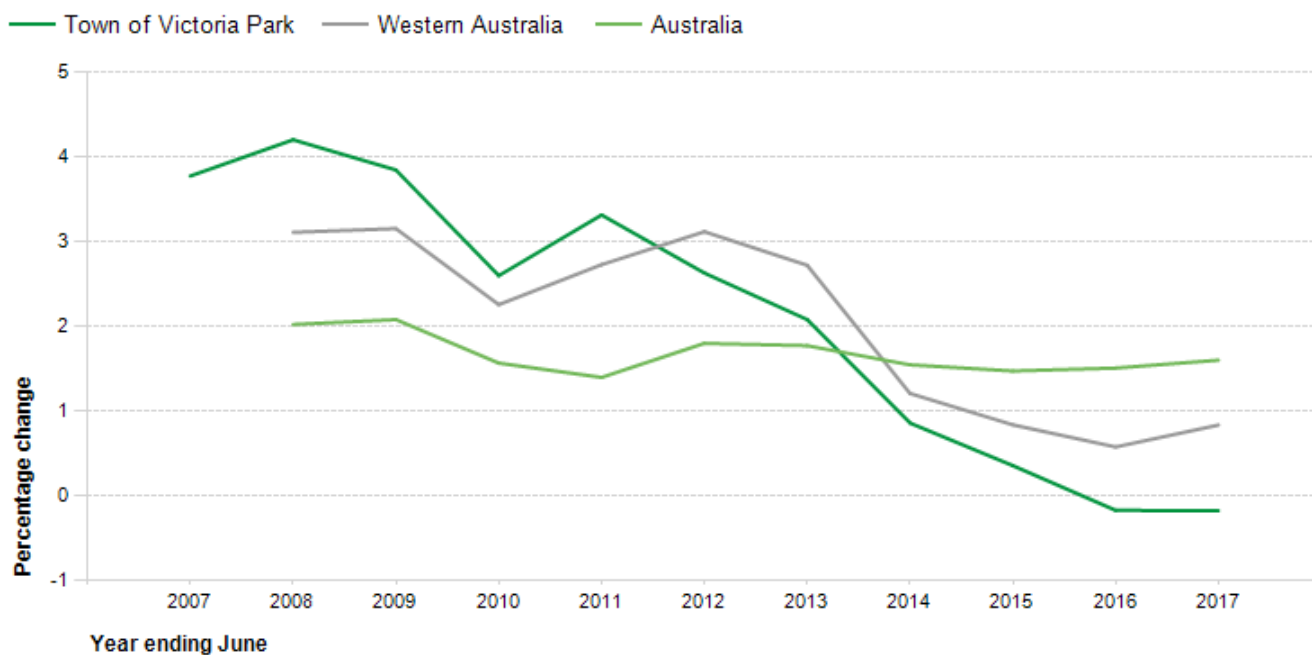
The Town’s population in 2016 was estimated to be 36,755. It increased by 2,037 persons in the five year period between the 2011 and 2016 censuses, during which time 1,172 new dwellings were constructed, though this was a significant slowing of growth from the 2006-2011 period when the population grew by 5,556 persons.

Estimated Resident Population Town of Victoria Park



Source: Australian Bureau of Statistics, Regional Population Growth, Australia (3218.0). Compiled and presented by .id the population experts

Estimated Resident Population (ERP)



Source: Australian Bureau of Statistics, Regional Population Growth, Australia (3218.0). Compiled and presented in economy.id by .id, the population experts



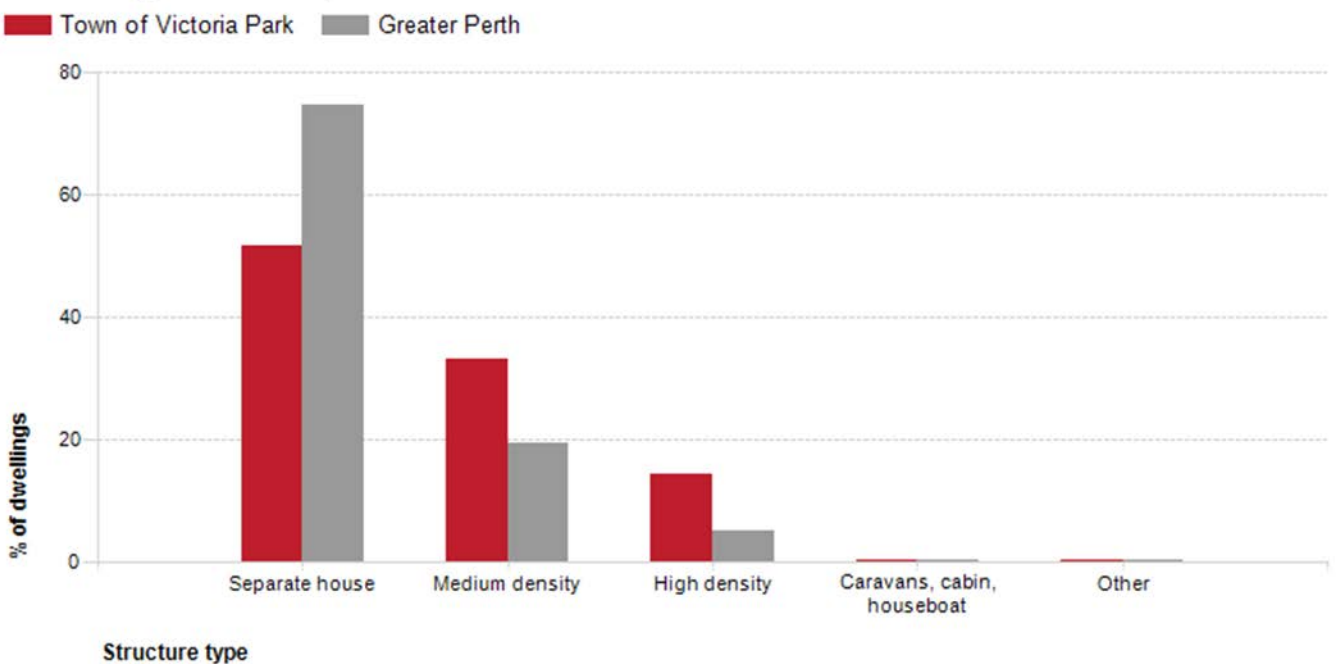
Figures 12a & 12b: Estimated Resident Population – Town v Western Australia v Australia

4.4.2 Current Dwelling Composition

The Town has a very different composition of housing in comparison to Greater Perth. In Greater Perth, separate houses make up the vast majority (74.6%) of dwelling stock, but in the Town, they account for just over half (51.6%).

Medium density housing in the Town makes up 33.3% of dwelling stock, compared to the Greater Perth average of 19.6%. These proportions have increased marginally in both Perth and the Town in recent years. The Town also has a higher than average proportion of high density dwellings, accounting for 14.5% of all dwellings (compared to 5.1% in Greater Perth).

Dwelling structure, 2016



Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 (Enumerated data)
Compiled and presented in profile.id by .id, the population experts.



Figure 13: Dwelling Structure 2016

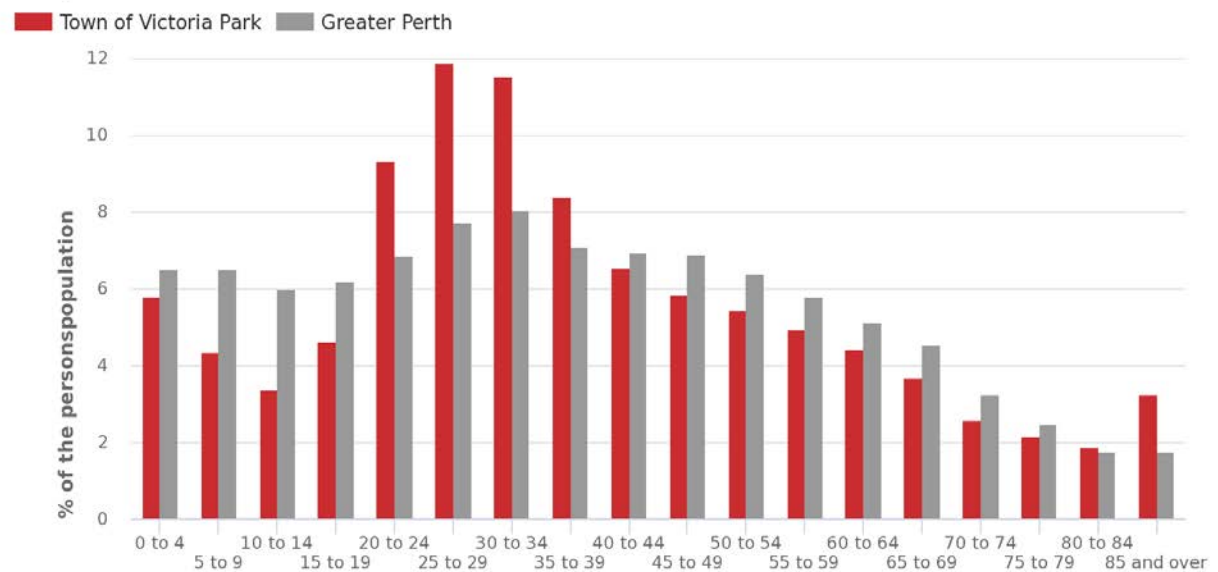
4.4.3 Current Age Structure

As shown in Figure 14, the Town’s population is currently dominated by younger adults aged 20-34 who make up a greater proportion of total residents than Greater Perth. A large and increasing contingent of young professionals currently occupy the area. Most are renters, but increasingly they are buying houses and having children. There has been a considerable increase in children aged 0-4 years, showing the dominant group of young couples are beginning their families in the Town. This is a trend seen in inner suburban areas across Australia – families are choosing to live and raise their children there at least for the early years, close to employment opportunities and inner city life. As children reach high school age, families tend to move further out into nearby suburban areas.

Compared to Greater Perth, there are relatively few people of middle age, but a high proportion of elderly due to the presence of retirement villages in Bentley.

Age structure - five year age groups, 2016

Total persons



Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 (Usual residence data). Compiled and presented in profile.id by .id, the population experts.

.id the population experts

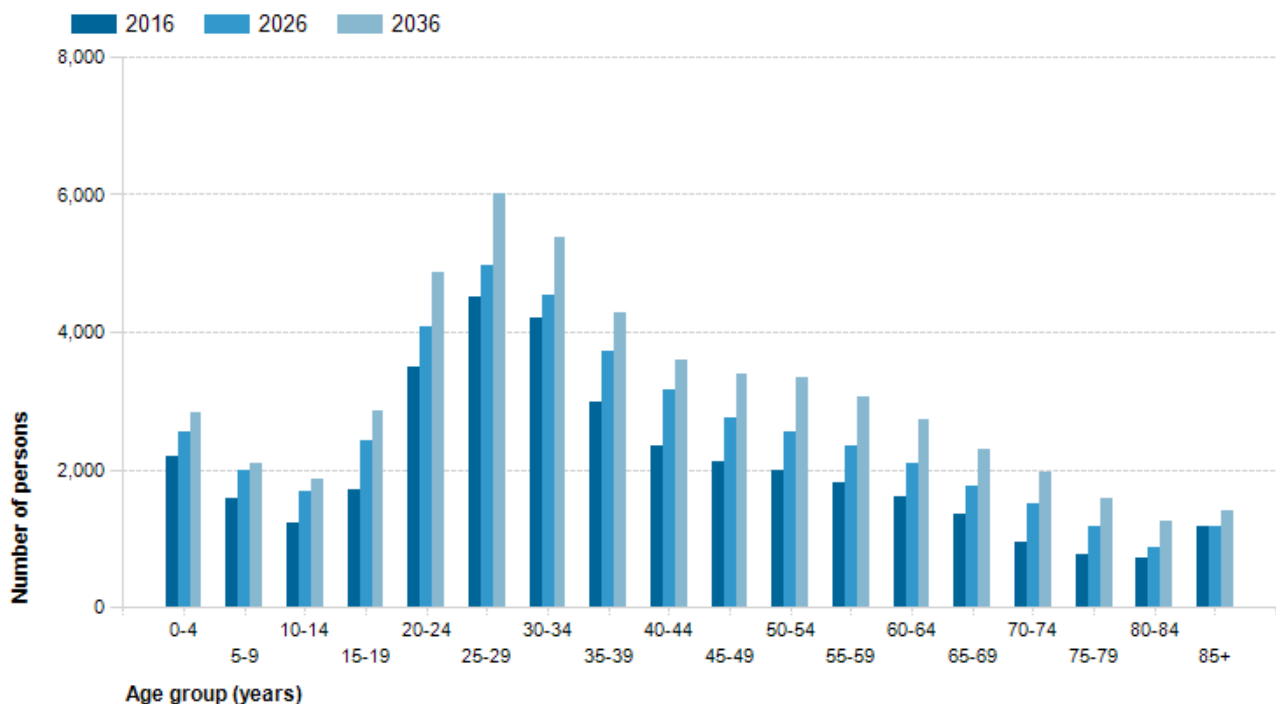
Figure 14: Age Structure 2016

4.4.3 Forecast Age Structure

The age structure of the population in 2036 is not expected to change significantly as the proportions of age groups remain fairly constant and only the total numbers are increasing, as shown in Figure 15.

Forecast age structure - 5 year age groups

Town of Victoria Park - Total persons



Population and household forecasts, 2016 to 2036, prepared by .id the population experts, January 2016.

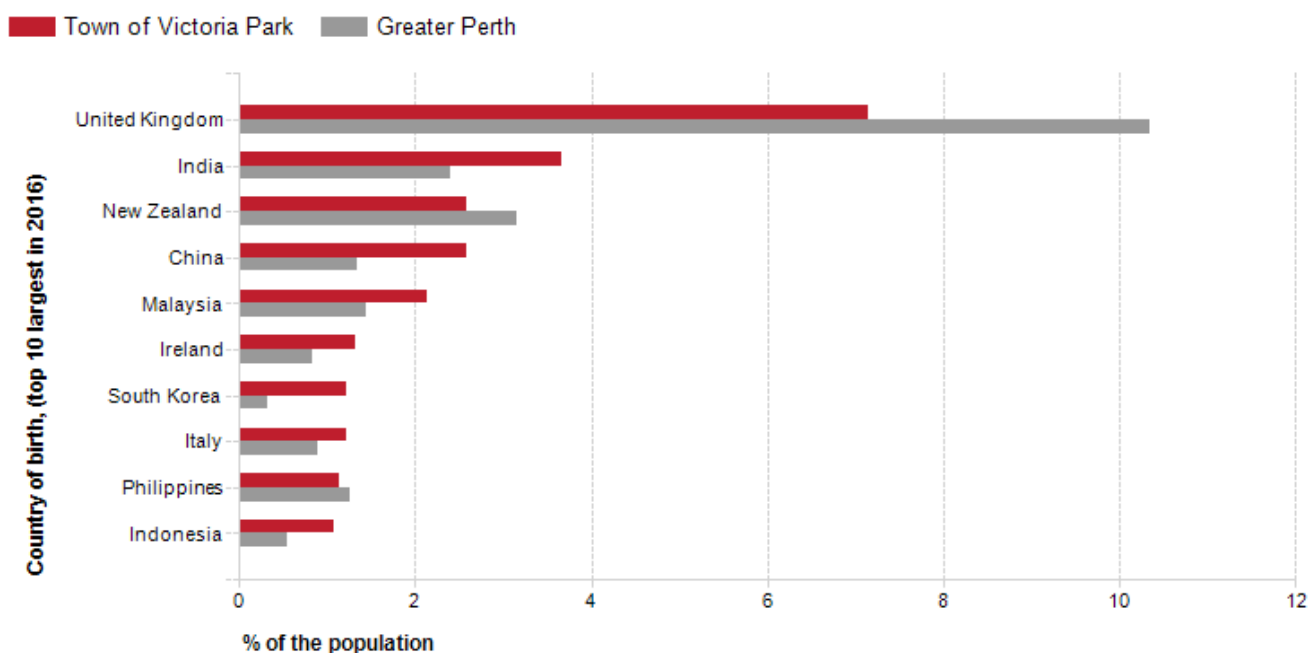
.id the population experts

Figure 15: Forecast Age Structure

4.4.4 Birthplace

The Town has a high multicultural demographic with 40% of residents born overseas and 27.5% from a non-English speaking background, compared with 36.1% and 19.3% respectively for Greater Perth. The largest non-English speaking country of birth in the Town of Victoria Park was India, where 3.7% of the population, or 1,281 people, were born.

Birthplace, 2016



Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 (Usual residence data)
Compiled and presented in profile.id by .id, the population experts.



Figure 16: Birthplace

The Town is also now a destination for overseas migrants from China, Malaysia, Korea and the Philippines. Many migrants are now settling in the area long-term, not just temporarily as university students. Between 2011 and 2016, the number of people born overseas increased by 862 persons, though this was a significant drop from the increase of 3,460 persons between 2006 and 2011. The number of people from a non-English speaking background increased by 813 persons between 2011 and 2016, compared to 2,755 between 2006 and 2011.

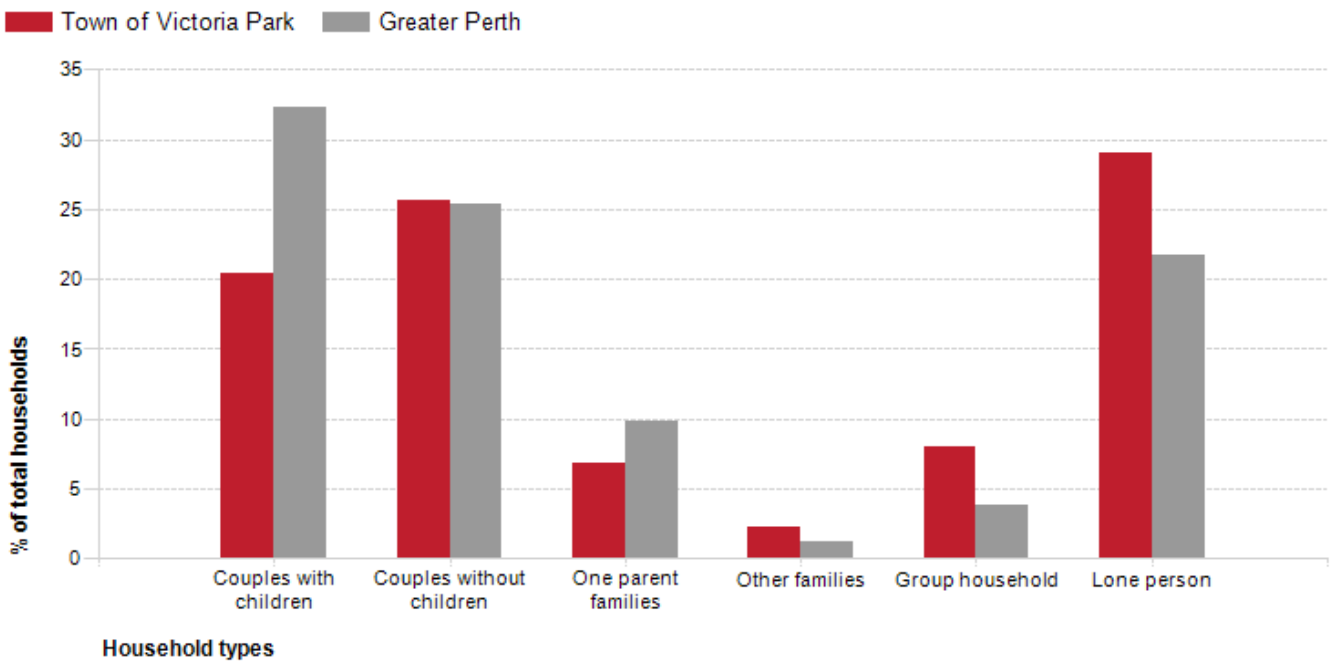
4.4.5 Household Size and Structure

According to the 2016 census, the dominant household type within the Town is the lone person household, which made up 29.0% of household types compared to 21.7% in Greater Perth. There is also a greater proportion of group households in the Town (8.1%) compared to Greater Perth (4.0%).

The greatest growth in household types over the previous five years was in the couples with children (+328 households), followed by couples without children (+278 households). There was a small reduction in the number of lone person households (-145).

The greatest growth in household type between 2016 and 2036 is expected to be lone person households (+3,385 households) and couples without children (+2,910 households).

Household type, 2016



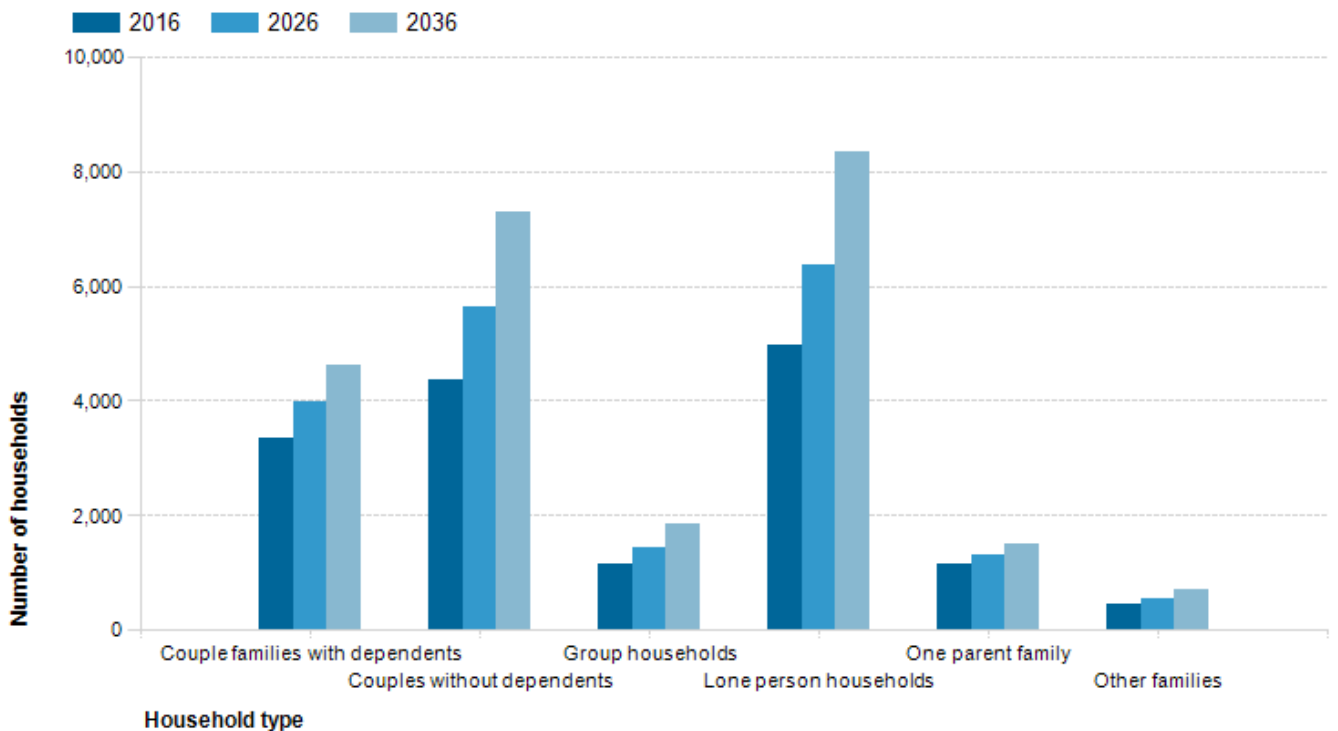
Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 (Enumerated data)
Compiled and presented in profile.id by .id, the population experts.



Figure 17: Household Type 2016

Forecast household types

Town of Victoria Park



Population and household forecasts, 2016 to 2036, prepared by .id the population experts, January 2016.



Figure 18: Forecast Household Type 2036

The size of households generally follows the life-cycle of families. Households are usually small at the stage of relationship formation (early marriage), and then increase in size with the advent of children. They later reduce in size again as these children reach adulthood and leave home. Household size can also be influenced by a lack

(or abundance) of affordable housing. An increasing household size in an area may indicate a lack of affordable housing opportunities for young people, an increase in the birth rate or an increase in family formation in the area. A declining household size may indicate children leaving the area when they leave home, an increase in retirees settling in the area, or an attraction of young singles and couples to the area. Overseas migrants and indigenous persons often have a tradition of living with extended family members which significantly affects household size.

Household size in Australia has generally declined since the 1970s, but between 2006 and 2016 the average household size remained stable for the nation as a whole. In 2016, average household size in the Town was 2.22 persons. This is forecast to increase to 2.29 persons in 2021 and then drop again marginally to 2.26 in 2026, 2.22 in 2031 and 2.18 in 2036.

4.4.6 Future Growth Projections

As detailed in section 2.4, the State Government has set targets for the development of additional dwellings for each metropolitan local government in its plans for future growth of the Perth region. A housing target of an additional 11,200 dwellings by 2031 was allocated to the Town by *Directions 2031* in 2011. At that time, the Town had 15,921 dwellings, which meant a target total of 27,121 dwellings by 2031. *Perth and Peel @ 3.5million* later revised the dwellings target for the Town for an additional 19,400 dwellings by 2050, meaning an effective total target of 36,523 dwellings, given that in 2016, there were 17,123 dwellings in the Town.

Dwelling numbers can be influenced through the zoning of land and application of development standards that control where additional development may take place and at what density and scale. The LPS sets out how the Town is proposing to achieve the dwelling targets that have been set through regional plans, supported by .id's dwellings and population forecast data and the Housing Opportunities study.

Continued population growth is expected over a prolonged period and by 2036 it is expected that the Town will house 54,713 persons. This represents an increase to the current population of 45.28% and an average annual rate of change of 2.52%.

Forecast population

Town of Victoria Park

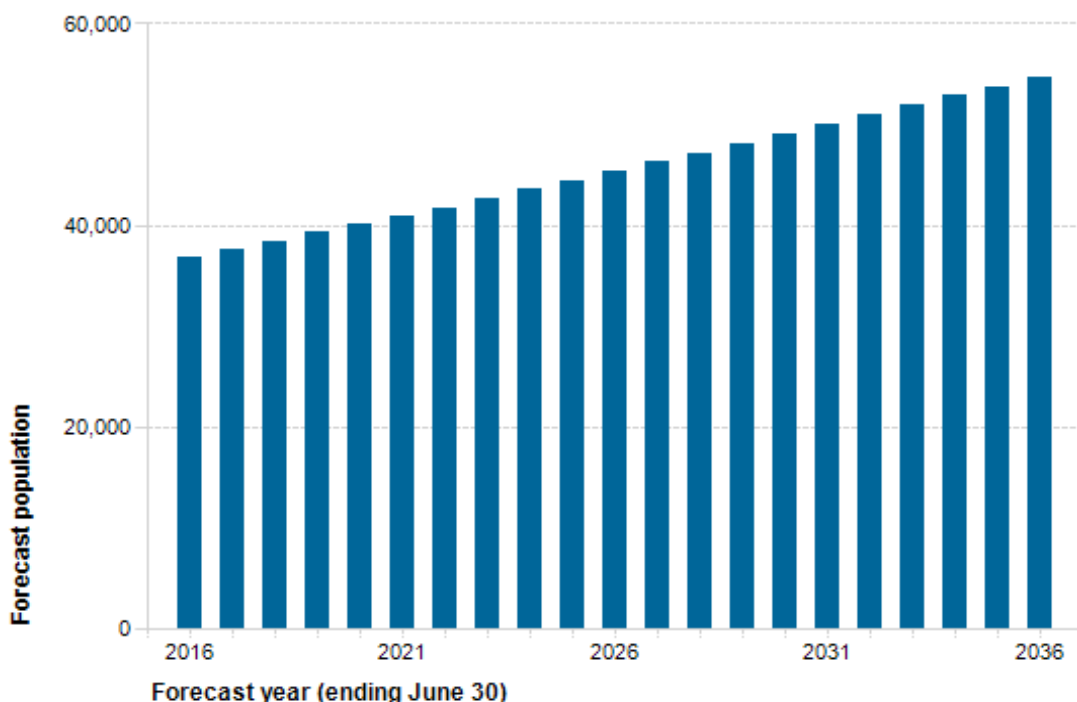
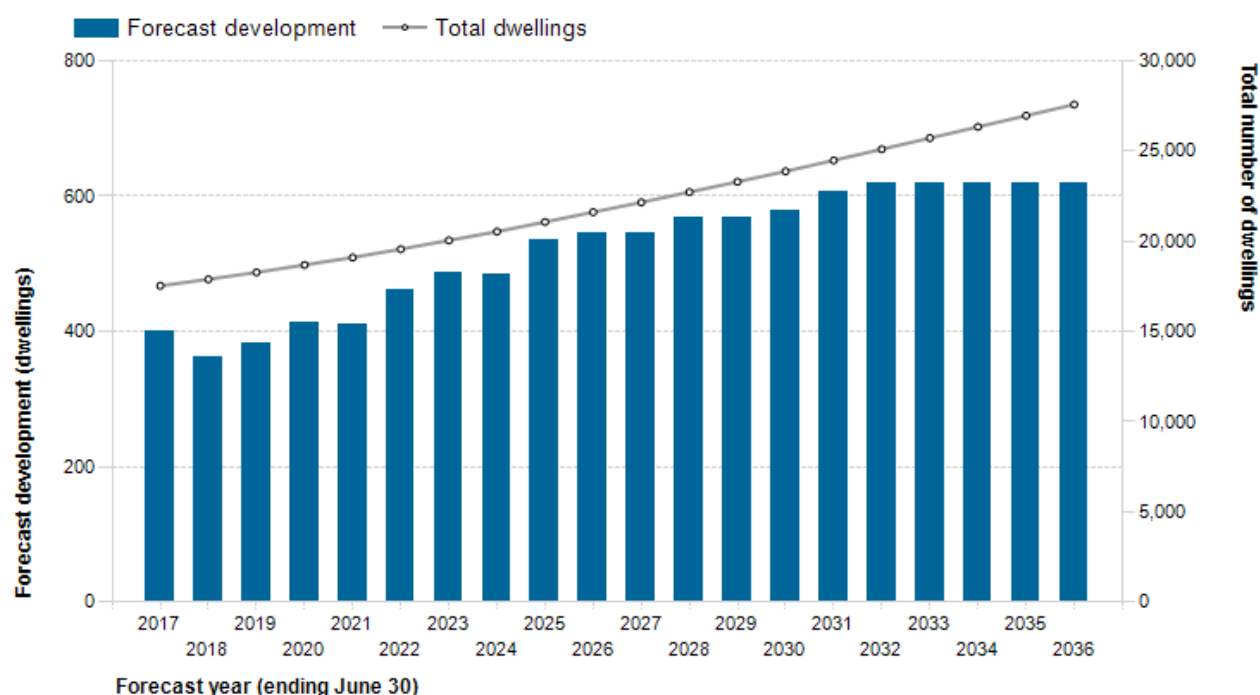


Figure 19: Forecast Population to 2036

Forecast residential development

Town of Victoria Park



Population and household forecasts, 2016 to 2036, prepared by .id the population experts, January 2016.



Figure 20: Forecast Dwellings to 2036

Anticipated dwelling and population growth across each of the Town’s suburbs is detailed in the following tables. Further explanation of where growth is anticipated follows later in section 4.4.7.

Forecast Dwellings by Suburb

Town of Victoria Park	2016		2036		Change between 2016 and 2036		
	Area	Number	%	Number	%	Number	%
Town of Victoria Park		17,123	100.0	27,564	100.0	+10,441	+61.0
Bentley		771	4.5	1,071	3.9	+300	+38.9
Burswood		1,319	7.7	9,800	35.6	+8,481	+642.8
Carlisle - Welshpool		3,163	18.5	3,313	12.0	+150	+4.7
East Victoria Park - Kensington		4,722	27.6	5,397	19.6	+675	+14.3
Lathlain		1,494	8.7	1,702	6.2	+208	+13.9
St James		906	5.3	976	3.5	+70	+7.7
Victoria Park		4,747	27.7	5,304	19.2	+557	+11.7

Population and household forecasts, 2016 to 2036, prepared by .id, the population experts, January 2016.

Forecast Population by Suburb

Town of Victoria Park	Forecast year				
Summary	2016	2021	2026	2031	2036
Population	36,755	40,861	45,344	49,913	54,713
Change in population (5yrs)		4,105	4,484	4,569	4,800
Average annual change		2.14%	2.10%	1.94%	1.85%
Households	15,402	17,149	19,315	21,722	24,278
Average household size	2.28	2.29	2.26	2.22	2.18
Population in non private dwellings	1,674	1,674	1,674	1,674	1,674

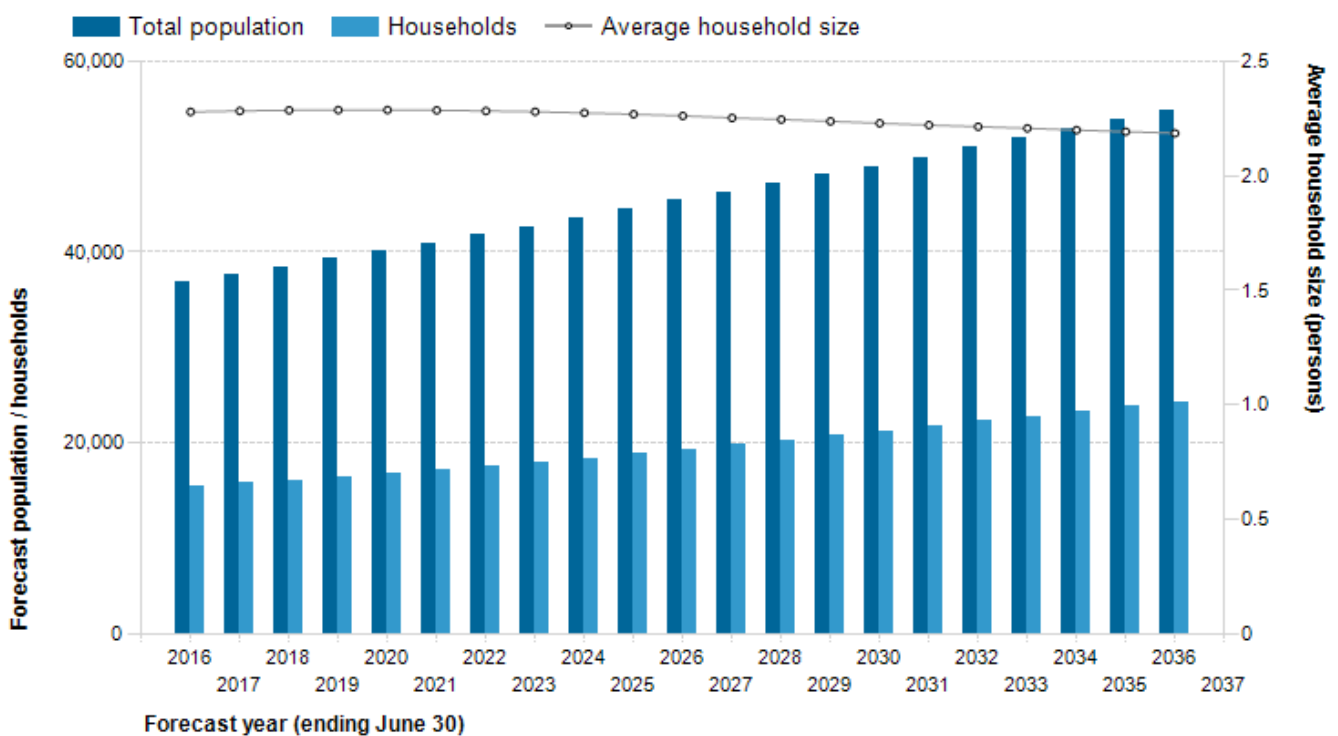
Dwellings	17,123	19,089	21,601	24,468	27,564
Dwelling occupancy rate	89.95	89.84	89.42	88.78	88.08
Population and household forecasts, 2016 to 2036, prepared by .id, the population experts, January 2016					

	2011		2016		2031		2036		Ultimate 2050+	
Separate Houses	8,312	52.2%	8,886	51.9%	8,389	34.5%	8,435	30.6%	8,531	15.6%
Medium Density	5,110	32.1%	5,737	33.5%	6,047	24.8%	6,285	22.8%	13,381	24.5%
High Density	2,499	15.7%	2,499	14.6%	9,901	40.7%	12,844	46.6%	32,731	59.9%
Total Dwellings	15,921	100%	17,122	100%	24,337	100%	27,564	100%	54,643	100%

Source: 2011 & 2016: census and id profile, 2031 & 2036: .id forecast, ultimate: TVP data

Forecast population, households and average household size

Town of Victoria Park



Population and household forecasts, 2016 to 2036, prepared by .id the population experts, January 2016.



Figure 21: Forecast Population, Households and Average Household Size 2016-2036

By 2050, the Town will have evolved to a community of 75,000 residents. Scope exists for the Town's population to further increase to around 110,000 once all development that is currently anticipated is complete, though this is not expected to occur until sometime after 2050.

Ultimate dwelling estimates are based on less reliable sources than the data prepared by forecast.id as this looks at the long term future of the Town. It should be noted that this does not correspond to the 2050 dwelling targets of *Perth & Peel @3.5 million* and is likely to take significantly longer than the 2050 timeframe. The data is based on the Town's current land use expectations for the ultimate build-out. This is necessarily unreliable as development trends will change in the future and what is currently unacceptable to the Town's community may change in the future. The data assumes full build out of the areas currently subject of structure plans and additional density around existing railway stations, in particular Oats Street Station.

The ultimate dwelling data shows the Town is likely to substantially exceed the 2050 dwelling target of an additional 19,400. Given the areas subject to approved structure plans and master plans, it is very likely that the Town will reach over 35,321 total dwellings by 2050. The ultimate build-out potential demonstrates that the land use planning provisions need to be in place to accommodate the anticipated level of growth. The challenge is to ensure that infrastructure and services keep pace with the rate of residential development. This includes commercial premises, community facilities, transport systems, public open space and servicing infrastructure.

4.4.7 Planning for Future Growth

TPS 1 identifies a number of areas that permit higher density development. These are generally areas subject to historic higher density development patterns, such as along the ridge line, or areas that are separate from the existing lower density residential areas, such as the Burswood Peninsula and the Causeway Precinct. Another area is along Albany Highway where higher density residential and mixed use development has been considered desirable to increase the vibrancy of the Activity Centre.

The majority of the existing residential areas within the Town have a lower to medium density coding of R20 or R30 with some pockets of R40. These areas are expected to be developed for single and grouped dwellings of one or two storeys in height.

In addition to existing zoning provisions, various Structure Plans provide for higher density development within specific areas. The approved Structure Plans make provision for the following dwelling numbers:

Structure Plan	Dwelling Numbers	Comment
Burswood Lakes Structure Plan	1,250	Substantially completed.
Belmont Park Racecourse Redevelopment Structure Plan	3,000 – 4,500	Requires Local Development Plans for each precinct before development can occur.
Burswood Station East	3,600	Draft Structure Plan in preparation.
Bentley/Curtin Specialised Activity Centre Structure Plan	5,000	Broad district-level Structure Plan, which requires more detailed work as part of a Local Structure Plan to enable implementation. 1,345 dwellings already exist in the Plan area.
Causeway Precinct	1,150	Review of Scheme provisions to examine if scope exists for additional growth potential is warranted.
Total	14,000 – 15,500	

The Town is able to accommodate additional dwellings within areas where limited impact on existing lower density residential neighbourhoods should result. Generally, additional development is expected to be concentrated in the following locations:

- Burswood Peninsula
- Causeway Precinct
- Albany Highway
- Oats Street Station Activity Centre
- Carlisle and Victoria Park railway station precincts
- Curtin University-Bentley

Most new development in these locations is expected to be in the form of multiple dwellings. Given the predominance of one and two-person households within the Town, there appears to be a need for additional development of smaller, apartment-style dwellings.

Elsewhere, additional medium density housing, including infill development, is anticipated in accordance with current residential density codes in Carlisle and St James and to a lesser extent in Victoria Park, East Victoria Park and Lathlain.

To balance this, there is a need to ensure the availability of homes to cater for families choosing to live within the Town. Low density/single house development is expected to be maintained, though not increase in most areas as low density neighbourhoods are generally fully developed, with some minor exceptions in Lathlain and East Victoria Park, which have a small number of under-developed R20 lots remaining.

While TPS 1 already provides significant scope for more intensive development than currently exists, many of the areas identified with this potential in the LPS require additional planning to enable and guide this transformation, such as master planning, changes to scheme provisions or infrastructure funding arrangements. Key areas requiring planning or further investigation for future development are described below.

Oats Street Activity Centre

The potential activation of land around Oats Street railway station for higher intensity, mixed-use development is a key outcome of the LPS.

The area around and to the south of Oats Street railway station is currently zoned Industrial under TPS 1 and Urban under the MRS. The portion of land on the eastern side of the railway line is zoned Industrial under the MRS. The area has had some developer-interest since the completion of a mixed use development in a R60-Special Use zone on Welshpool Road.

The Town has been in discussion with Department of Transport and Public Transport Authority (PTA) regarding the location of Oats Street railway station. The station is currently located too close to Oats Street to allow for grade separation of the road and railway line and will need to be moved to achieve a grade-separated crossing. The ultimate location of the train station has not yet been determined and would depend on the future of nearby train stations. It is likely that Welshpool station to the south will be closed due to its limited patronage, being located in an industrial area with very low boarding numbers. Carlisle station, which also has a relatively low number of boardings and its future is under consideration, on the other hand has potential for more intensive residential and commercial development and should therefore be retained.

Relocating Oats Street to the south would have a beneficial impact for the walkable catchment and would bring the train station closer to the centre of the future activity centre. Figures 22 and 23 highlight the 400m and 800m catchment based on the current station location (Figure 22) and the potential future station location (Figure 23). A detailed investigation including master plan and activity centre plan need to be undertaken to determine future potential of this precinct, including infrastructure capacities and integration with surrounding land uses. This should include the entire activity centre, including the residential zoned components to ensure the full potential of the transit oriented development is realised.

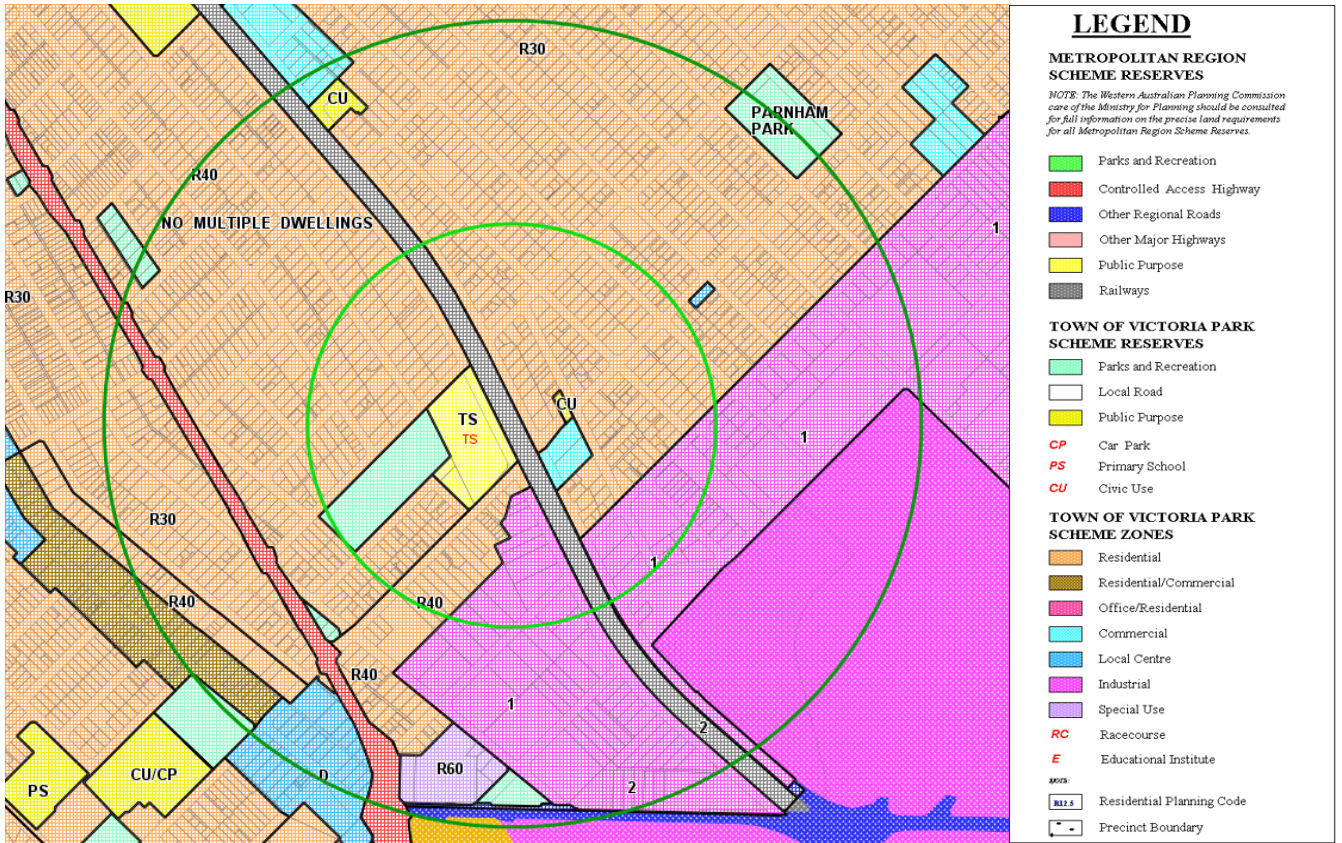


Figure 22: Current TPS 1 Map for the Oats Street Station walkable catchment (existing station location)

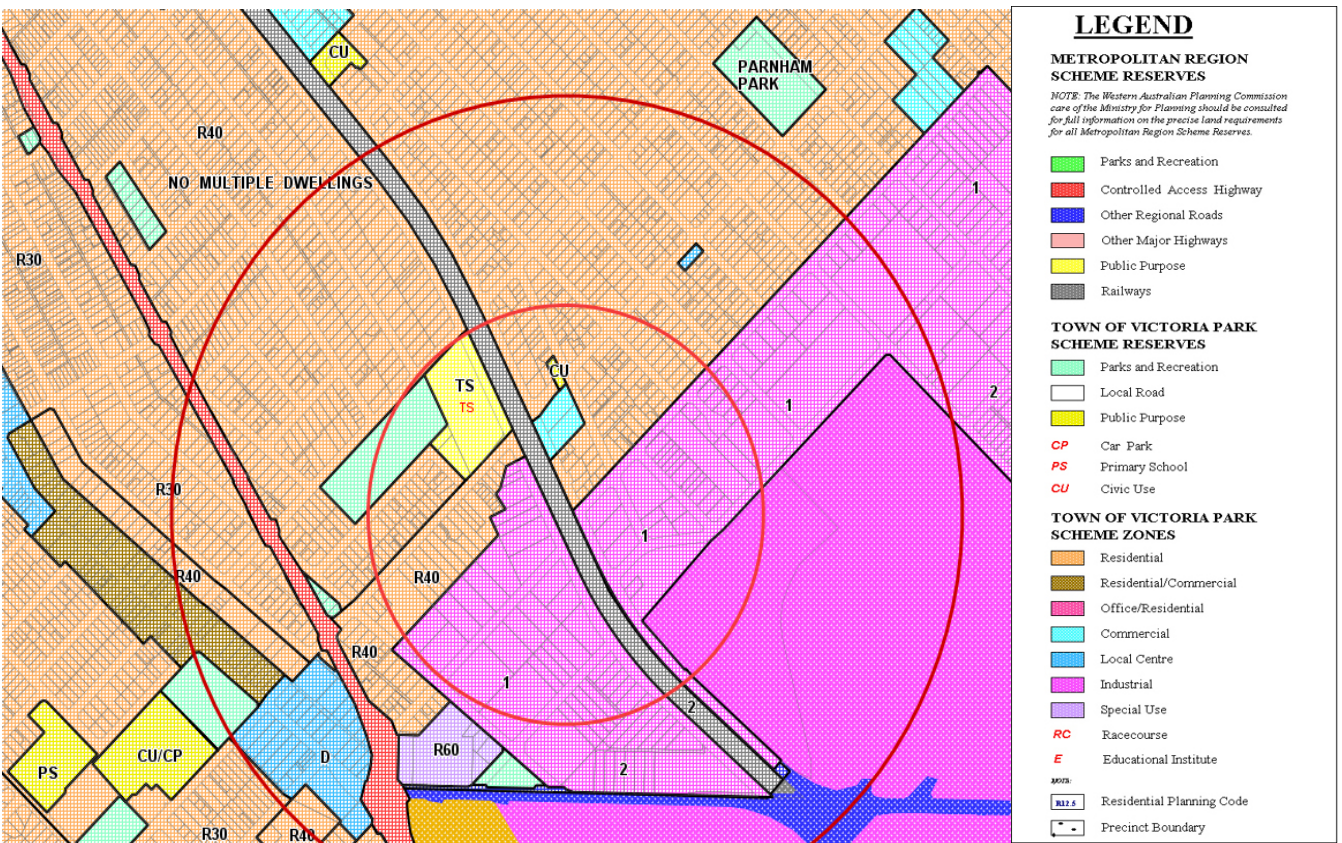


Figure 23: Current TPS 1 Map for the Oats Street Station walkable catchment (relocated station location)

Burswood, Victoria Park and Carlisle Station Precincts

Land around the Carlisle and Victoria Park stations, as well as land in Lathlain located within the walkable catchment of Burswood Station is largely zoned residential. Each station has significant potential to form the focal point of transit oriented development precincts, but also some constraints to realising this potential, particularly in respect to potential impacts on heritage buildings, established neighbourhood character and infrastructure capacity.

Carlisle Station

Discussion with the PTA has indicated that there is a push from the State Government to improve railway line efficiencies and close under-performing stations, with Carlisle station currently having insufficient boardings to justify its retention. It is in the Town’s interest, however, to keep all stations within the Town open in part due to the expected population growth and an increased reliance on public transport to cope with the expected growth in transport needs. Another significant consideration is the direct link between Carlisle station and Park Shopping Centre shopping centre on Albany Highway.

Figure24 shows the 400m and 800m catchment of the Carlisle train station. While a significant portion of the residential catchment within East Victoria Park falls within the Residential Character Study Area and has therefore limited potential for further significant density increases, there is scope of increasing densities in Carlisle to boost the population within the catchment. Further investigation is required, taking into account recently subdivided and developed land, which is unlikely to redevelop in the near future. The link between Carlisle Station and the Albany Highway Activity Centre along Mint Street could also be strengthened to improve walkability between Albany Highway and the station.

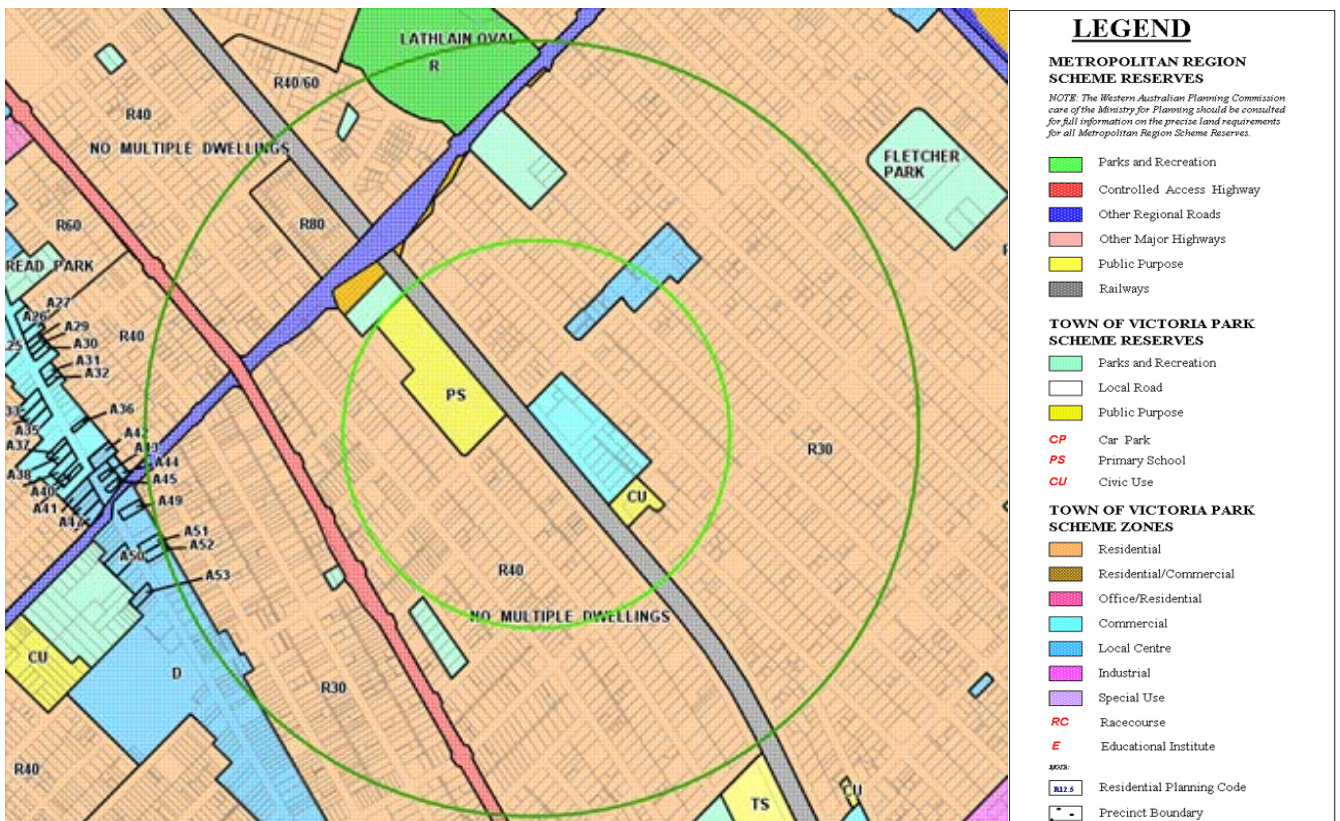


Figure 24: Current TPS 1 Map for the Carlisle Station walkable catchment

Victoria Park Station

Victoria Park station also has part of its catchment within the Residential Character Study area and as a result has limited scope for a significant increase in density in this area. Further density increases can be considered for Lathlain and Burswood as well as the link between the station and Albany Highway along Duncan Street. The future of the Association for the Blind land Rutland Ave requires consideration.

An increase in density in Lathlain within the train station catchment would benefit the redeveloped Lathlain Park Precinct and enable greater activation and therefore safety on the route between the train station and Lathlain Park. At the same time additional residential development would boost the small Lathlain Place activity centre and aid its continued survival.

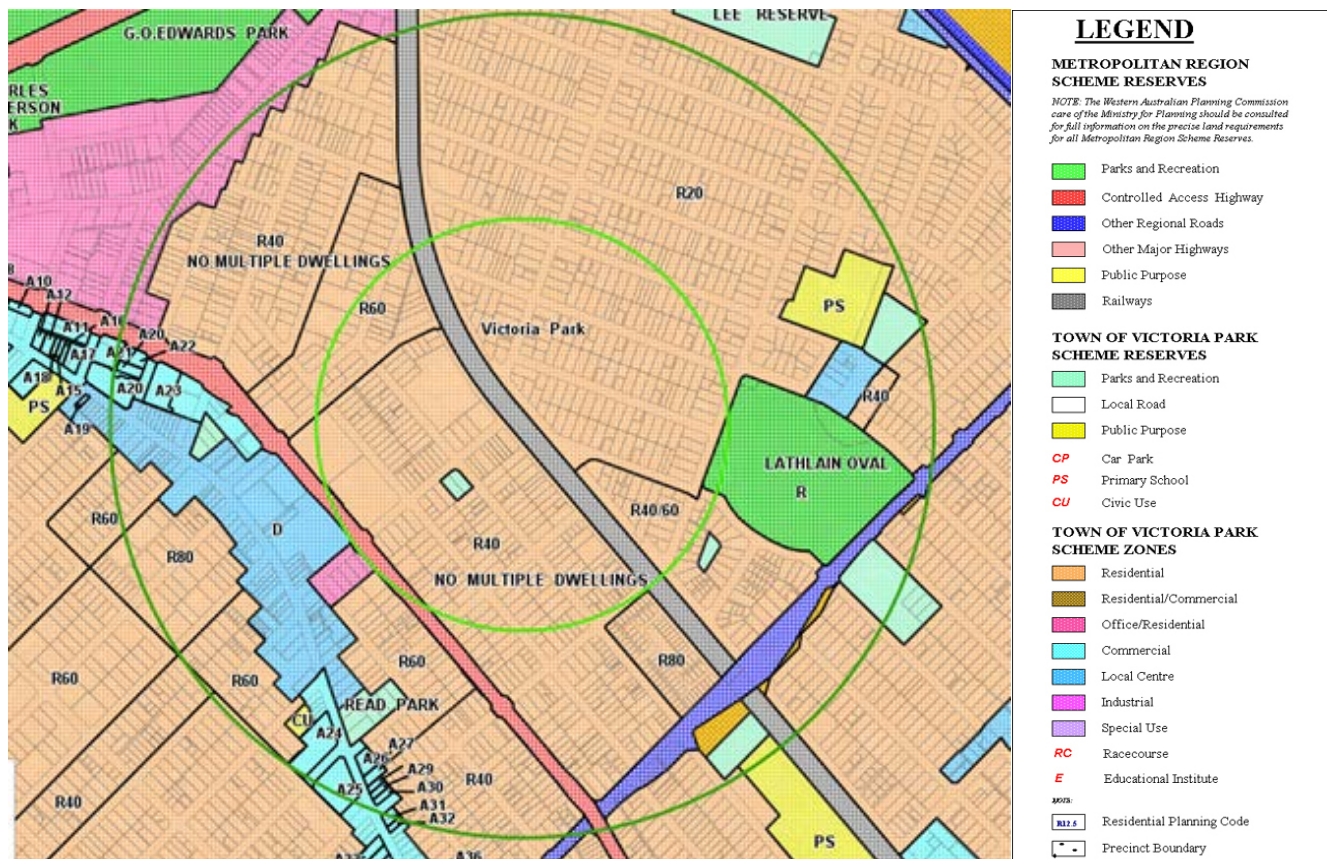


Figure 25: Current TPS 1 Map for the Victoria Park Station walkable catchment

Burswood Station

The catchment for Burswood Station is mainly located within the Burswood Peninsula and that is addressed separately through detailed planning for the Burswood Station East and West Precincts. However, the north-western portion of Lathlain also falls within the walkable catchment due to the location of the pedestrian bridge over Great Eastern Highway linking Lathlain with Burswood Station.

While Figure 26 shows the 400m radius to encompass a significant portion of northern Lathlain, it is unrealistic to expect pedestrians to safely cross Great Eastern Highway and therefore only the portions of Lathlain in close proximity to the footbridge should be considered for a density increase.

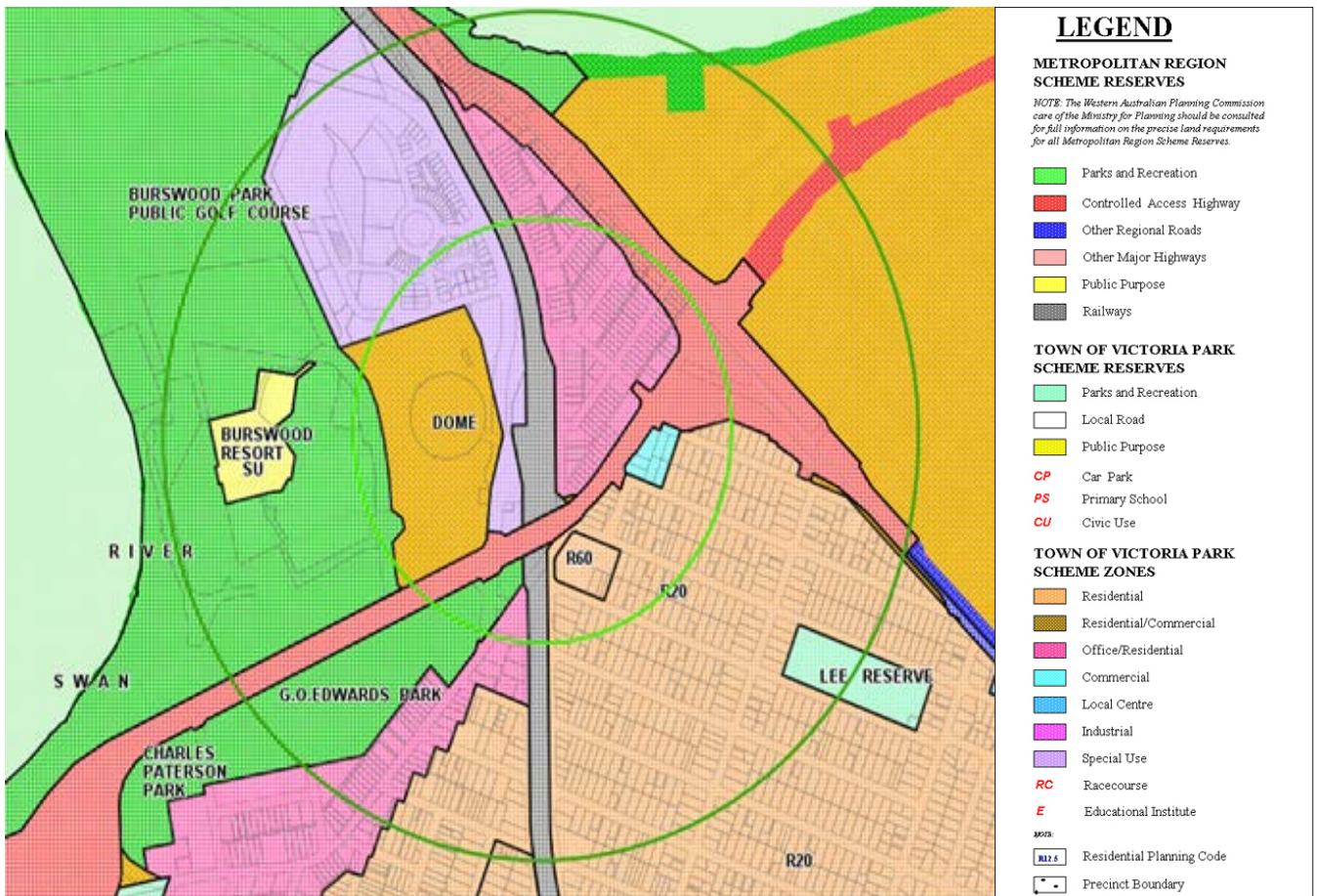


Figure 26: Current TPS 1 Map for the Burswood Station walkable catchment

Kent Street

Kent Street is an important connector between the Albany Highway Secondary Centre and the Curtin-Bentley Specialised Activity Centre. Kent Street is also a potential route for light rail or bus rapid transit connecting Curtin-Bentley to UWA/QEII via the City.

While a portion of Kent Street is located in the Residential Character Study Area and includes a very intact character streetscape, especially on the southern side, the western portion could be considered for increased density.

East Victoria Park/St James

The parts of East Victoria Park and St James located west of Berwick Street have generally been retained at a lower density of R20 as an area for family homes and bigger backyards. However, the area borders the Curtin-Bentley Specialised Activity Centre, which will ultimately evolve into a major destination for employment, residential, research and development as well as educational uses. The area is also well serviced with bus services that link Curtin with central Perth and Oats Street station and beyond.

It is the stated intention of Curtin University to open up its campus to the wider Town community and to look outwards and integrate with the Town rather than retaining its past inward focus. This has given the Town the incentive to consider its interface with the Specialised Activity Centre and open up the Town's interface towards Curtin.

The development of the Curtin-Bentley Activity Centre is a long term prospect with the need to complete more detailed planning to implement the District Structure Plan prepared by the Department of Planning in late 2016 as well as legislative change to enable Curtin University to implement their ambitious expansion plans. As a result, the investigation of the residential area for potential future density increase are also treated as a long term

prospect. This should not be included in the review of the local planning scheme at this stage but should be earmarked for future Scheme reviews.

Similarly, the future size of the Etwell Street Local Centre needs to be considered in light of the potential future population of the area as this centre might not sufficiently serve the future population, though this is not identified as an urgent required action.

Other Locations

Other areas that should be considered for increases in density in future include:

- The area around Lathlain Park that could benefit from additional activation and community uses currently being established there; and
- The transition from the Albany Highway Activity centre to the adjacent, mostly lower density, residential area. While this area generally falls within the Residential Character Study Area, there may be scope to refine development controls to exclude some areas with few original dwellings available.

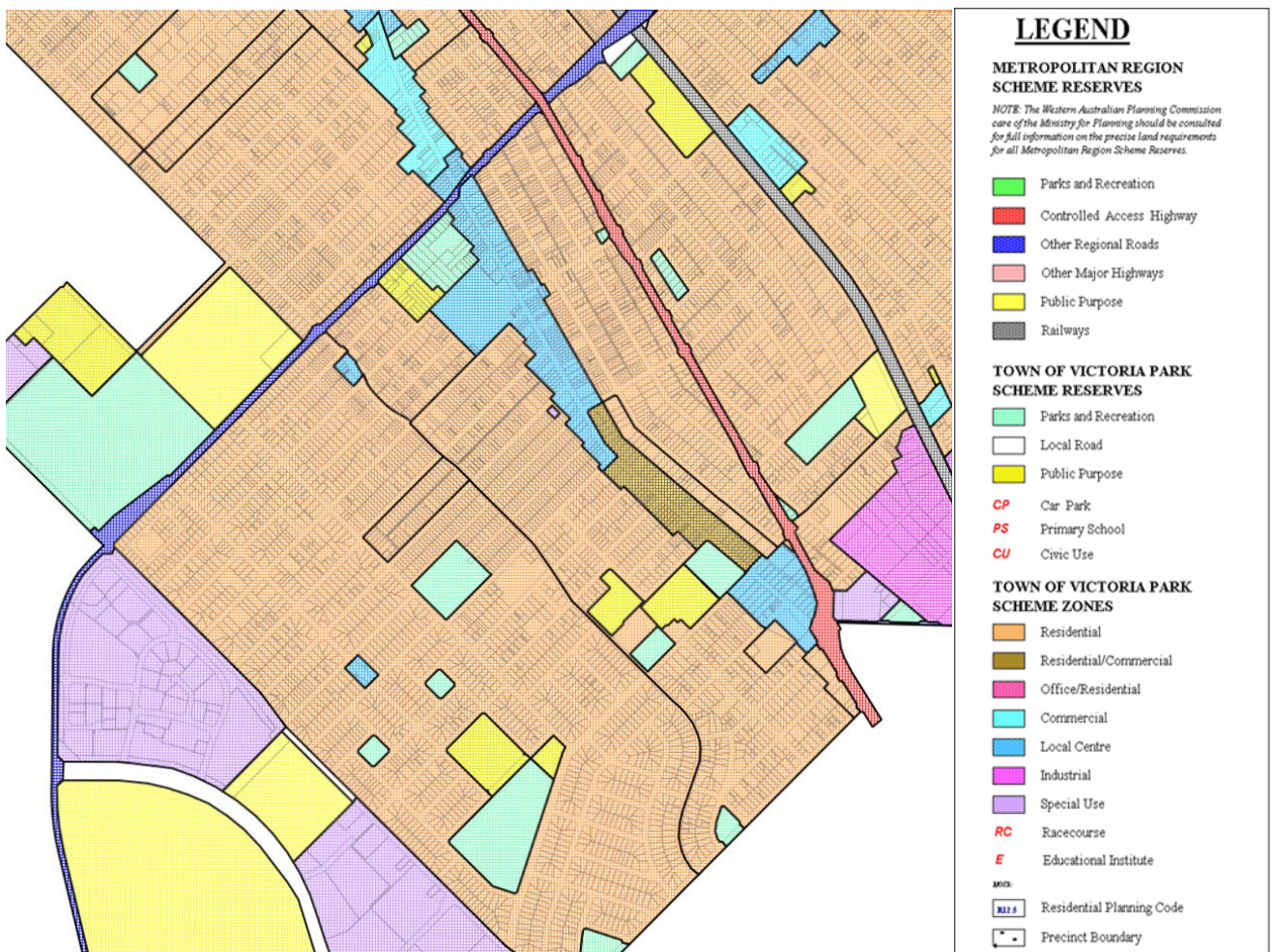


Figure 27: Current TPS 1 Map for East Victoria Park (including the Kent Street urban corridor) and St James

4.4.8 Housing Affordability

As detailed in section 2.1, the State Government has explored options to increase the ability of the planning system to deliver affordable housing. The Town’s submission on the 2013 Housing Affordability Discussion Paper highlighted the following:

- Local government needs to have control over the locations in which affordable housing is being introduced, either through voluntary or mandatory provisions.
- Given the Town’s experience with voluntary, incentive-based affordable housing provisions within the Causeway Precinct, it is considered that mandatory provisions in strategic locations are needed to ensure affordable housing units are being developed.

- Ongoing administration of affordable housing units is not to be left with local government. Mechanisms need to be in place to ensure that affordable housing units remain 'affordable' in perpetuity.
- A clear implementation model needs to be in place that eliminates any uncertainties for the developer and the planning authority and avoids time delays in the assessment of development applications that include affordable housing.
- Incentives need to be a combination of planning incentives and other financial incentives at State and/or federal government level, such as through the taxation system, to be effective in off-setting any loss in revenue for the developer. The planning system alone cannot provide sufficient incentives for a development that includes affordable housing to be viable.

Legislation needs to be amended to remove any doubt about the ability of planning schemes to address affordable housing and to enable local government to encourage affordable housing development by offering development incentives. This would need to be supported by a specific affordable housing needs analysis to ensure the right dwelling mix is being achieved.

TPS 1 contains a provision in the "Development Standards for Causeway Precinct" which states the following: *"Where a developer/proponent proposes affordable housing provision (for example via the inclusion of shared equity units) within their development Council will negotiate development incentives. These incentives could include reduced parking requirements."*

This clause should be extended to include the Albany Highway Precinct within the new local planning scheme.

To date developers have not shown any interest in taking up any incentives offered under this provision. It is therefore questionable whether incentives offered under the planning system alone are sufficient and other incentives, possibly through the taxation system, may need to be considered alongside planning incentives to improve uptake of any voluntary, incentive based provisions.

Form-based codes that are based on optimum built form outcomes are in some ways undermining the possibility to offer incentives as the optimum built form outcomes have already been applied through the local planning Scheme and any incentives could result in negative built form and urban design outcomes.

Consideration needs to be given to other desired outcomes, such as preservation of character areas and achieving good urban design outcomes. Provision of affordable housing cannot take precedence over other objectives or be to the detriment of achieving good planning and urban design outcomes for the local community.

Housing affordability was examined by id. in 2016 as part of its review of housing opportunities in the Town. Housing stress was evaluated in respect to pressure on both mortgagees and rental tenants. The data found that mortgage stress was not a significant issue in the Town, possibly because those that cannot afford to live in the area have purchased elsewhere. However rental stress was significantly higher than the Perth metropolitan average, mainly because many rental households are on low incomes. Some of this relates to the prevalence of public housing in Bentley, but it could also mean that some renters are prepared to accept a trade off in housing costs to live in an area that has good accessibility to employment, education and lifestyle opportunities.

Housing affordability has an element of subjectivity to it and there are a range of factors that impact on it. Given assumptions about market conditions and interest rates, the data indicates that the Town is largely unaffordable to lone person households. This is significant in light of a small decline between 2011 and 2016 in the number of young lone person households, indicating that they either have moved elsewhere or adjusted their living arrangements to become a two or more person household to share costs.

While housing affordability is a serious concern, there is limited opportunity for local government to influence affordability. Some ways of improving affordable living are to:

- Require less car parking bays in areas with good accessibility to public transport to reduce construction costs of dwellings and encourage residents to use alternative forms of transport (already proposed as a Local Planning Policy for development along Albany Highway) – though issues with market acceptability of such a measure are acknowledged.

- Encourage smaller and more affordable housing appropriately in or near activity centres and with good access to public transport and employment opportunities.

4.4.9 Sustainable Housing and Alternative Housing Options

The community engagement process through the ‘Evolve’ initiative highlighted the community’s desire to focus on sustainability in housing. This has highlighted the need to review Council’s *Local Planning Policy – Streetscape* to encourage residential development to adopt sustainable design features for low and medium residential development. Council’s *Local Planning Policy 20: Design Guidelines for Developments with Buildings Above 3 Storeys* already contains sustainability requirements for high density residential, commercial or mixed-use developments. These Design Guidelines should also be reviewed to ensure that they remain up-to-date and stay relevant in a rapidly changing environment.

A review of the *Local Planning Policy – Streetscape* should balance the needs of sustainable housing design with the need to complement the residential character of the locality where this is appropriate. Given the projected population growth and increase in high density living, the use of roof top gardens and green walls should be encouraged where appropriate to compensate for the lack of backyard space.

Alternative housing options, such as share houses and student housing should also be considered and barriers to their development removed from the local planning scheme. These alternative housing options can contribute to a more sustainable lifestyle by providing accommodation for low income earners such as students, young professionals and low paid workers in or close to Activity Centres, such as along Albany Highway or near Curtin University. This can also reduce housing costs and provide for more affordable housing within the Town.

4.4.10 Accessible Housing

Accessible Housing refers to housing that has been constructed or adapted to enable independent living for persons with disabilities or special needs. With an aging population, provision of suitable housing is becoming more important.

A number of aged care facilities and retirement villages are located within the Town, mostly in Bentley. However, the trend is towards dispersed small-scale accessible housing within residential areas. This should be encouraged in the local planning scheme, subject to location criteria, such as:

- Within or close to activity centres
- In close proximity to public transport
- In close proximity to major services such as shops, medical centres and similar.

4.4.11 Short Stay Accommodation

The Town has been experiencing a growing demand for short-stay accommodation due to its close proximity to the Perth CBD, Curtin University, airport and the Swan River as well as the wide range of commercial, retail and educational opportunities available within the Town.

An increase in events and activities on the Burswood Peninsula with the opening of Perth Stadium are expected to increase demand for tourism facilities, including accommodation within the Town. The Town is in a good position to accommodate some of this demand due to its excellent public transport accessibility and supporting facilities such as the Albany Highway main street which has potential to attract visitors, though this must be balanced with the amenity expectations of residents in terms of the suitability of short stay accommodation when seeking to establish in predominantly residential areas.

The growth of short-stay accommodation has increased in popularity within the Town, as evidenced by the fact that as at May 2018, approximately 175 properties in the Town were being advertised for short-term rent on online accommodation booking site Airbnb.

The Town has adopted *Local Planning Policy 31: Specialised Forms of Accommodation other than Dwellings* which provides guidance for required standards and location criteria for residential accommodation that does not fall under the definition of a “dwelling”. The effectiveness of this Policy should be regularly reviewed.

4.5 Economy, Employment and Activity Centres

The promotion of sustainable, diverse, resilient and prosperous places in the Town is a key aim of the Sustainable Community Plan.

The Central Sub-Regional Planning Framework has significant emphasis on consolidating the use of existing urban land and identifies various precincts that are to play a crucial role in accommodating the substantial increase envisaged to the population and workforce and in growing and diversifying the local economy.

The Framework provides a spatial plan for the location of these precincts. This plan, as it relates to the Town, is largely reflected on the LPS Map in Part 1. The Framework provides the following description for each precinct:

Activity Centres: are hubs that attract people for a variety of activities, such as shopping, working, studying and living. These centres mainly consist of a concentration of commercial uses combined with a varying proportion of other land uses such as residential, schools and open space. The role and function of these centres and the diversity of activities within them varies depending on their catchment.

Urban Corridors: provide connections between activity centres and maximise the use of high-frequency and priority public transport. Urban corridors shown in the Framework represent significant opportunities to accommodate increased medium-rise higher density residential development by good quality, high frequency public transport.

Station Precincts: are areas surrounding train stations and major bus interchanges with the potential to accommodate transit-oriented development, other than areas identified as activity centres in SPP 4.2.

Industrial Centres: are the areas zoned Industrial or Urban under region schemes. As there is little land available within the Central sub-region to cater for further industrial development, there is a need to plan, protect and preserve industrial centres within close proximity to arterial routes in to and out of the sub-region in order to maintain employment diversity.

Green Network: Population growth needs and higher density living are to be supported by a green network of public and private open spaces. Consisting of public and private open spaces, the green network includes Bush Forever sites, national and regional parks, district and local parks, sports fields, school grounds, community facilities, golf courses, foreshores and beach areas connected by streetscapes, trails, cycle paths and pedestrian footpaths. In describing the green network it is important to identify the destinations, the connecting elements and the landscape features that create a unique sense of place and contribute to the comfort and appeal of accessing places by cycling and walking.

4.5.1 Economic Profile

The Town hosts some significant commercial activities, including business, entertainment and education uses in addition to transport infrastructure of regional economic significance. These include:

- Curtin University
- Bentley Technology Park
- Perth Stadium
- Crown Perth
- Belmont Racecourse
- Albany Highway main street
- Two TAFE colleges
- Armadale Railway
- Victoria Park Bus Transfer Station

The Town is also situated in close proximity to other areas of regional economic significance, including:

- Perth CBD
- Perth Airport

- Department of Agriculture and Food
- Welshpool/Kewdale Industrial Area

In 2016, the Town's gross regional product was estimated to be \$5.34 billion, representing 2.1% of the State's gross state product. 4,422 businesses were registered in the Town, with an increase of 316 businesses since 2011. The Construction industry had the largest number of total registered businesses in the Town comprising 16.5% of all total registered businesses, compared to 18.8% in Western Australia.

Registered businesses by industry

Town of Victoria Park - Total registered businesses	2016			2011			Change 2011-2016	
	Number	%	Western Australia %	Number	%	Western Australia %	Number	%
Agriculture, Forestry and Fishing	51	1.2	7.5	79	1.9	9.3	-28	-35.4%
Mining	55	1.3	1.3	64	1.6	1.8	-9	-14.1%
Manufacturing	162	3.7	3.9	191	4.7	3.7	-29	-15.2%
Electricity, Gas, Water and Waste Services	10	0.2	0.3	16	0.4	0.3	-6	-37.5%
Construction	730	16.5	18.8	625	15.2	17.2	+105	16.8%
Wholesale Trade	170	3.8	3.0	185	4.5	2.8	-15	-8.1%
Retail Trade	254	5.7	5.6	303	7.4	6.2	-49	-16.2%
Accommodation and Food Services	251	5.7	3.8	167	4.1	3.6	+84	50.3%
Transport, Postal and Warehousing	388	8.8	6.6	338	8.2	5.6	+50	14.8%
Information Media and Telecommunications	45	1.0	0.6	31	0.7	0.6	+14	45.2%
Financial and Insurance Services	379	8.6	9.0	290	7.1	10.4	+89	30.7%
Rental, Hiring and Real Estate Services	496	11.2	10.7	430	10.5	10.4	+66	15.3%
Professional, Scientific and Technical Services	629	14.2	11.8	622	15.1	11.6	+7	1.1%
Administrative and Support Services	210	4.8	3.6	199	4.8	3.6	+11	5.5%
Public Administration and Safety	23	0.5	0.3	17	0.4	0.3	+6	35.3%
Education and Training	56	1.3	1.1	65	1.6	1.0	-9	-13.8%
Health Care and Social Assistance	179	4.1	5.1	134	3.3	4.1	+45	33.6%
Arts and Recreation Services	56	1.3	1.0	55	1.3	1.0	+1	1.8%
Other Services	205	4.6	4.4	164	4.0	4.0	+41	25.0%
Industry not classified	73	1.6	1.5	132	3.2	2.5	-59	-44.7%
Total business	4,422	100.0	100.0	4,106	100.0	100.0	+316	7.7%

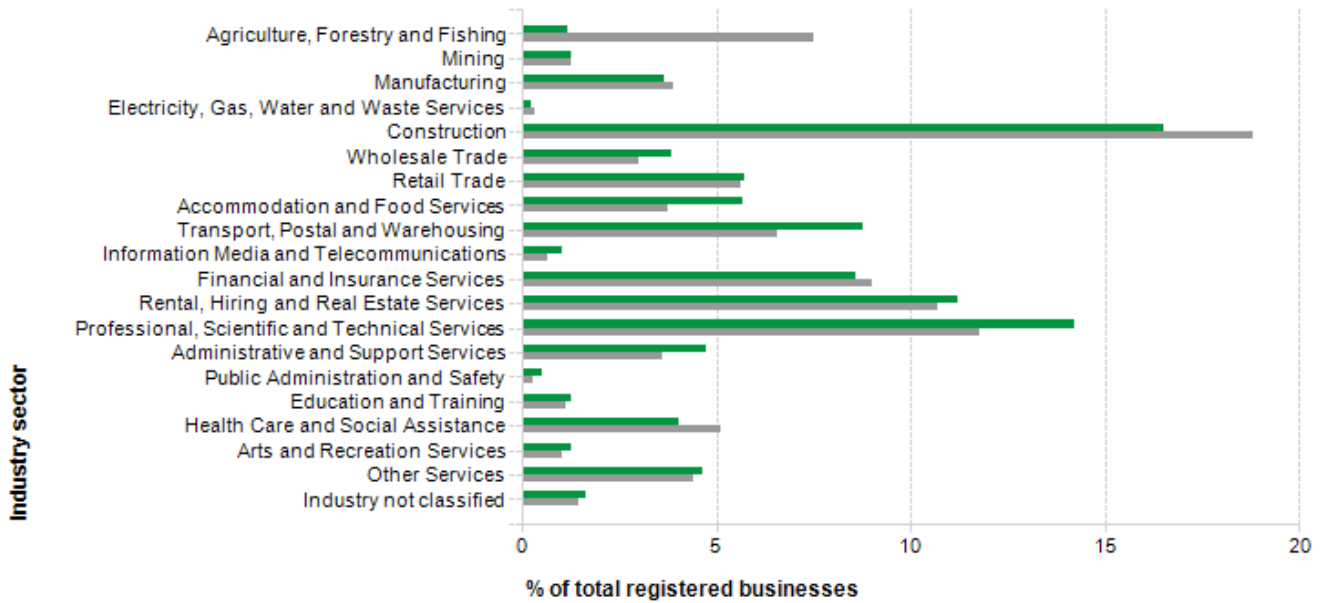
Source: Australian Bureau of Statistics, Counts of Australian Businesses, including Entries and Exits, 2011 to 2016

Note: Non-employing businesses includes sole proprietors where the proprietor does not receive a wage or salary separate to the business income.

Registered businesses by industry 2016

Total registered businesses

Town of Victoria Park Western Australia



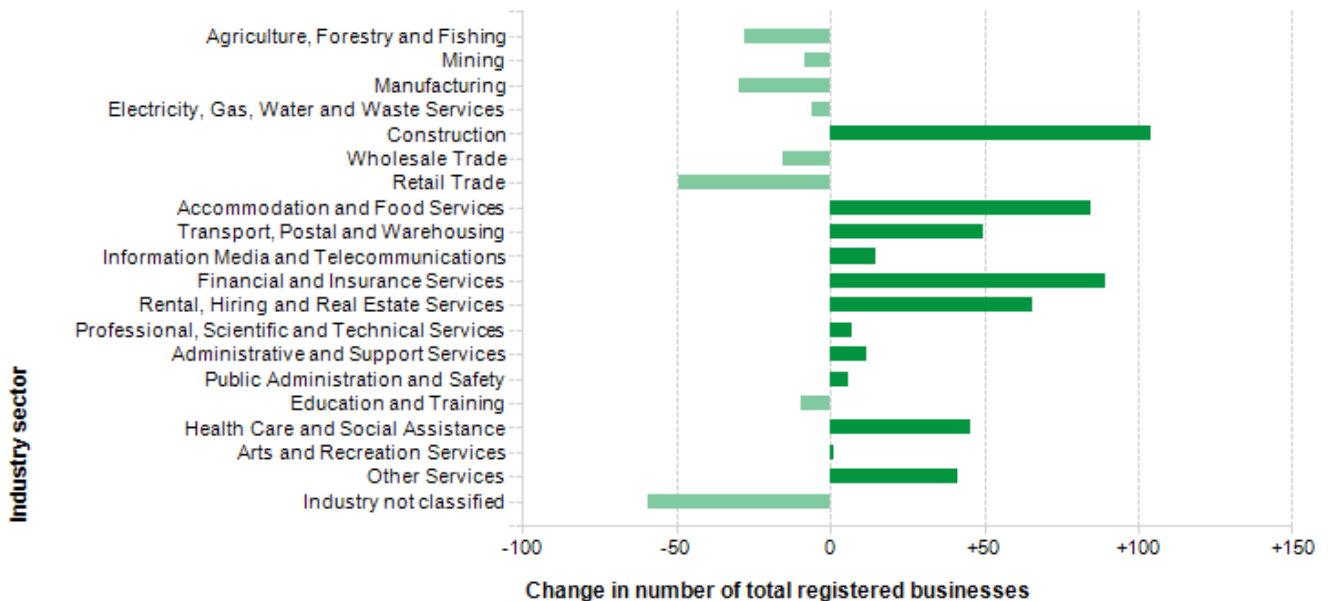
Source: Australian Bureau of Statistics, Counts of Australian Businesses, including Entries and Exits, 2011 to 2015 Cat. No. 816



Figure 28: Registered Businesses by Industry 2016

Change in registered businesses by industry, 2011 to 2016

Town of Victoria Park - Total registered businesses



Source: Australian Bureau of Statistics, Counts of Australian Businesses, including Entries and Exits, 2011 to 2015 Cat. No. 816



Figure 29: Change in Registered Businesses by Industry 2011-2016

The Town is in the process of updating its Economic Development Strategy. The key objective will be to build on the existing strengths of the local economy and increase its diversity, robustness and resilience.

While the Strategy will have a focus on ensuring that the local planning scheme provides for the appropriate zoning and control of development of land for commerce and other employment-generating uses, particularly in activity centres, it will also aim to promote the Town as an attractive destination for investment in high-quality property development, entrepreneurship, education, technology and creative and innovative businesses, as well as contain strategies for regional collaboration, place management and activation of the public realm and growth of local and traded clusters.

Local clusters are groups of interconnected industries, firms, institutions or agencies whose activity relates to the production of goods and services for the population based in the region they are located. Traded clusters are groups of interconnected industries, firms, institutions or agencies whose coordinated activity relates to the production of goods and services for the population beyond the region they are located.

4.5.2 Employment

The Town's employment data is an important indicator of the community's socio-economic status. The levels of full or part-time employment, unemployment and labour force participation indicate the strength of the local economy and social characteristics of the population.

Employment Status

Employment status is linked to a number of factors including age structure, which influences the number of people in the workforce, the economic base and employment opportunities available in the area and the education and skill base of the population.

17,499 people living in the Town in 2016 were employed, of which 64% worked full-time and 36% part-time. While the number of people employed increased over the previous five years by 725 persons, there was as similar increase in the number of employment residents.

Employment status Town of Victoria Park - Persons (Usual residence)	2016			2011			Change 2011 to 2016	
	Number	%	Greater Perth %	Number	%	Greater Perth %	Number	%
Employed	17,499	91.4	91.9	16,774	94.6	95.2	+725	4.3%
Employed full-time	11,084	57.9	56.4	11,069	62.4	60.2	+15	0.1%
Employed part-time	6,119	31.9	33.9	5,442	30.7	33.1	+677	12.4%
Hours worked not stated	296	1.5	1.5	263	1.5	1.9	+33	12.5%
Unemployed (Unemployment rate)	1,654	8.6	8.1	965	5.4	4.8	+689	71.4%
Looking for full-time work	936	4.9	4.8	496	2.8	2.7	+440	88.7%
Looking for part-time work	718	3.7	3.3	469	2.6	2.0	+249	53.1%
Total labour force	19,153	100.0	100.0	17,739	100.0	100.0	+1,414	8.0%

Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 and 2016. .id, the population experts.

Industry Sectors and Occupation Types

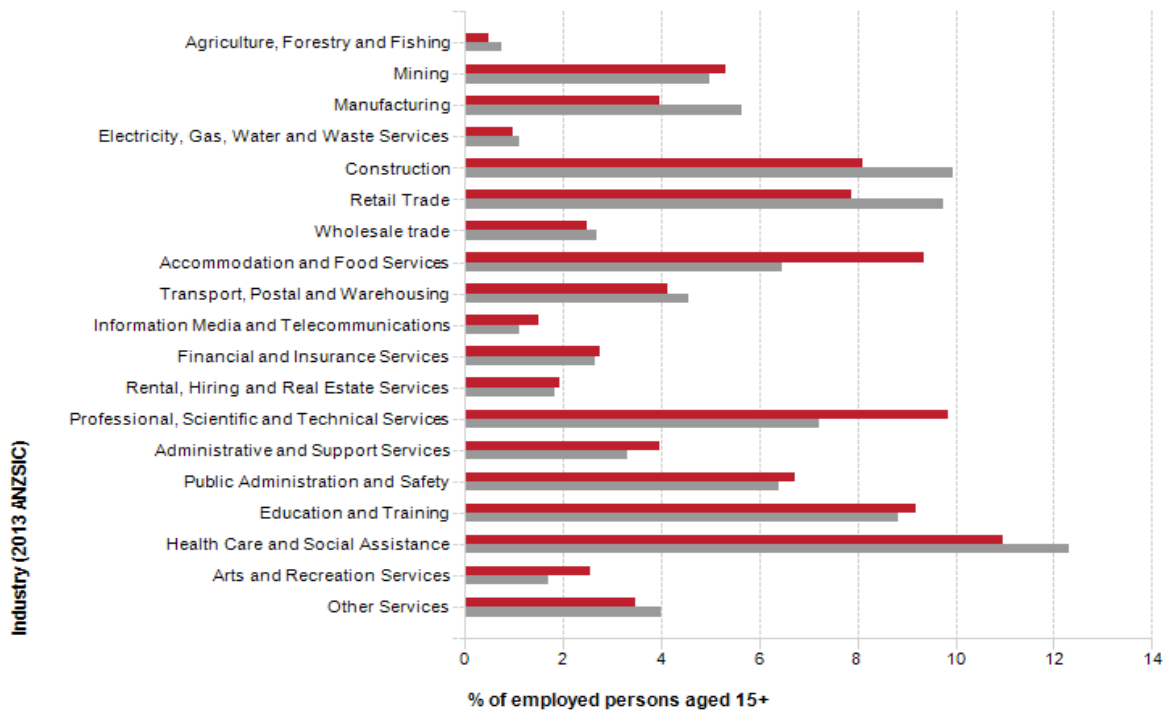
Town residents are employed in a range of industries. An analysis of the jobs held by the resident population in Town in 2016 shows the three most popular industry sectors were:

- Health Care and Social Assistance (1,919 people or 11.0%).
- Professional, Scientific and Technical Services (1,723 people or 9.9%).
- Accommodation and Food Services (1,639 people or 9.4%).

Industry sector of employment, 2016

Total employed persons

■ Town of Victoria Park ■ Greater Perth



Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 (Usual residence data)
Compiled and presented in profile.id by .id, the population experts.

.id the population experts

Figure 30: Industry Sector of Employment 2016

In combination, these three industries employed 5,281 people in total or 30.2% of the total employed resident population. In comparison, Greater Perth employed 12.3% in Health Care and Social Assistance, 7.2% in Professional, Scientific and Technical Services, and 6.5% in Accommodation and Food Services.

The major differences between the jobs held by the population of the Town and Greater Perth were:

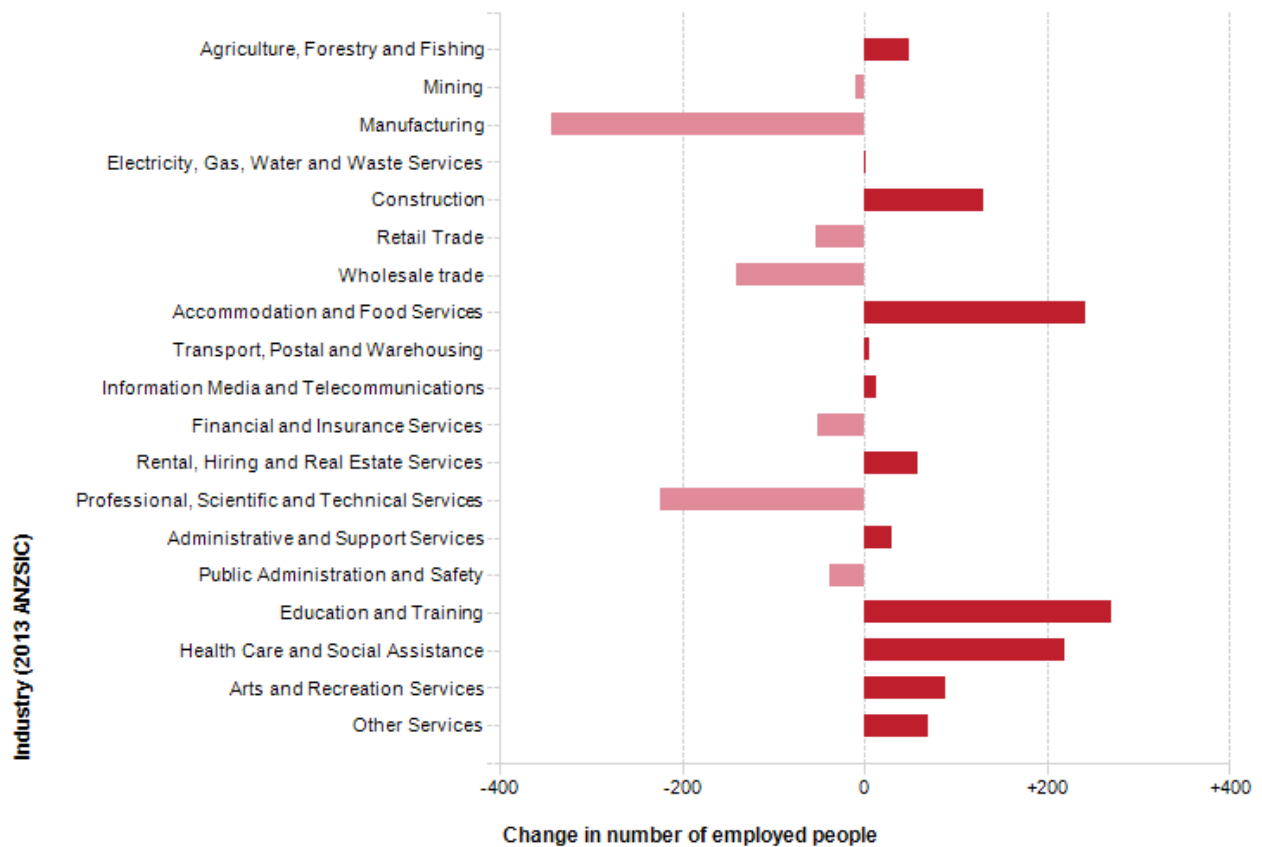
- A larger percentage of persons employed in accommodation and food services (9.4% compared to 6.5%).
- A larger percentage of persons employed in professional, scientific and technical services (9.9% compared to 7.2%).
- A smaller percentage of persons employed in retail trade (7.9% compared to 9.8%).
- A smaller percentage of persons employed in construction (8.1% compared to 9.9%).

The largest changes in the jobs held by the resident population between 2011 and 2016 in the Town of Victoria Park were for those employed in:

- Manufacturing (-343 persons).
- Education and Training (+271 persons).
- Accommodation and Food Services (+241 persons).
- Professional, Scientific and Technical Services (-223 persons).

Change in industry sector of employment, 2011 to 2016

Town of Victoria Park - Total employed persons



Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 and 2016 (Usual residence data)
Compiled and presented in profile.id by .id, the population experts.

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Figure 31: Change in Industry Sector of Employment 2011-2016

There were more professionals in the Town in 2016 than any other occupation. The Town's occupation statistics quantify the occupations in which the residents work (which may be within the residing area or elsewhere). This will be influenced by the economic base and employment opportunities available in the area, education levels, and the working and social aspirations of the population. When viewed with other indicators, such as Educational Qualifications and Individual Income, Occupation is a key measure for evaluating the Town's socio-economic status and skill base.

An analysis of the jobs held by the resident population in Town in 2016 shows the three most popular occupations were:

- Professionals (5,023 people or 28.7%).
- Technicians and Trades Workers (2,385 people or 13.6%).
- Clerical and Administrative Workers (2,203 people or 12.6%).

In combination these three occupations accounted for 9,611 people in total or 55.0% of the employed resident population. In comparison, Greater Perth employed 22.2% in Professionals, 15.6% in Technicians and Trades Workers, and 13.6% in Clerical and Administrative Workers.

The major differences between the jobs held by the Town's population and Greater Perth were:

- A larger percentage of persons employed as Professionals (28.7% compared to 22.2%).

- A smaller percentage of persons employed as Technicians and Trades Workers (13.6% compared to 15.6%).
- A smaller percentage of persons employed as Machinery Operators and Drivers (4.6% compared to 6.5%).
- A smaller percentage of persons employed as Sales Workers (7.8% compared to 9.2%).

Occupation of employment, 2016

Total employed persons

■ Town of Victoria Park ■ Greater Perth



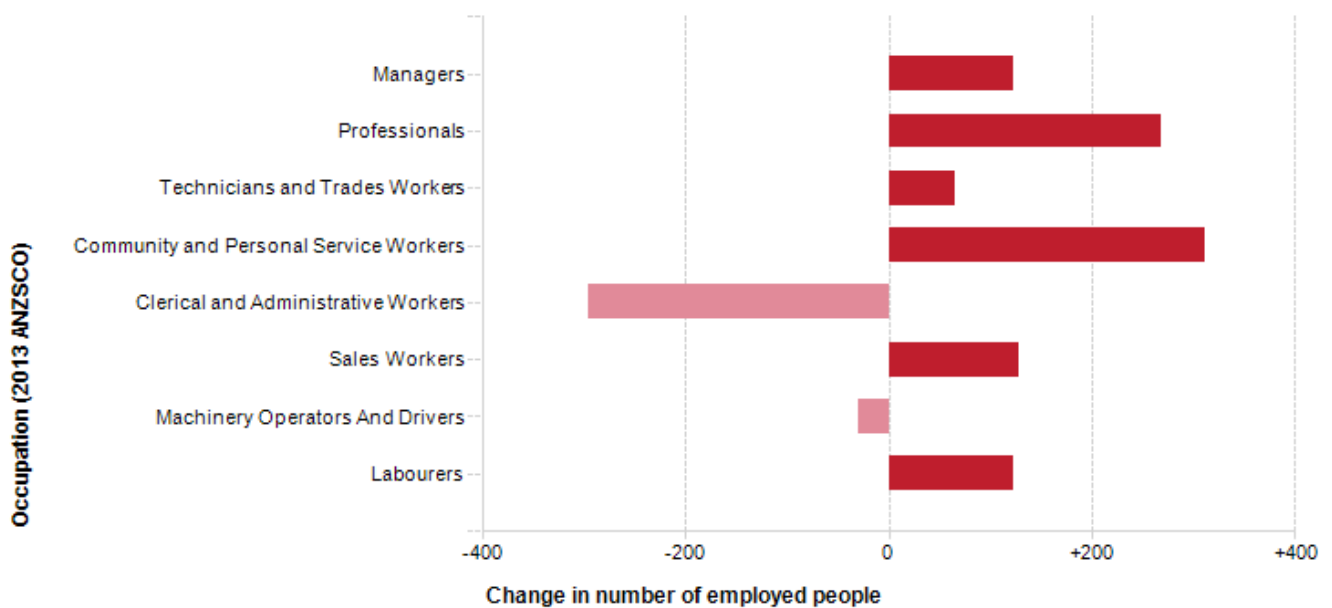
Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 (Usual residence data)
Compiled and presented in profile.id by .id, the population experts.

.id the population experts

Figure 32: Occupation of Employment 2016

Change in occupation of employment, 2011 to 2016

Town of Victoria Park - Total employed persons



Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 and 2016 (Usual residence data)
Compiled and presented in profile.id by .id, the population experts.

.id the population experts

Figure 33: Change in Occupation of Employment 2011-2016

Household Income

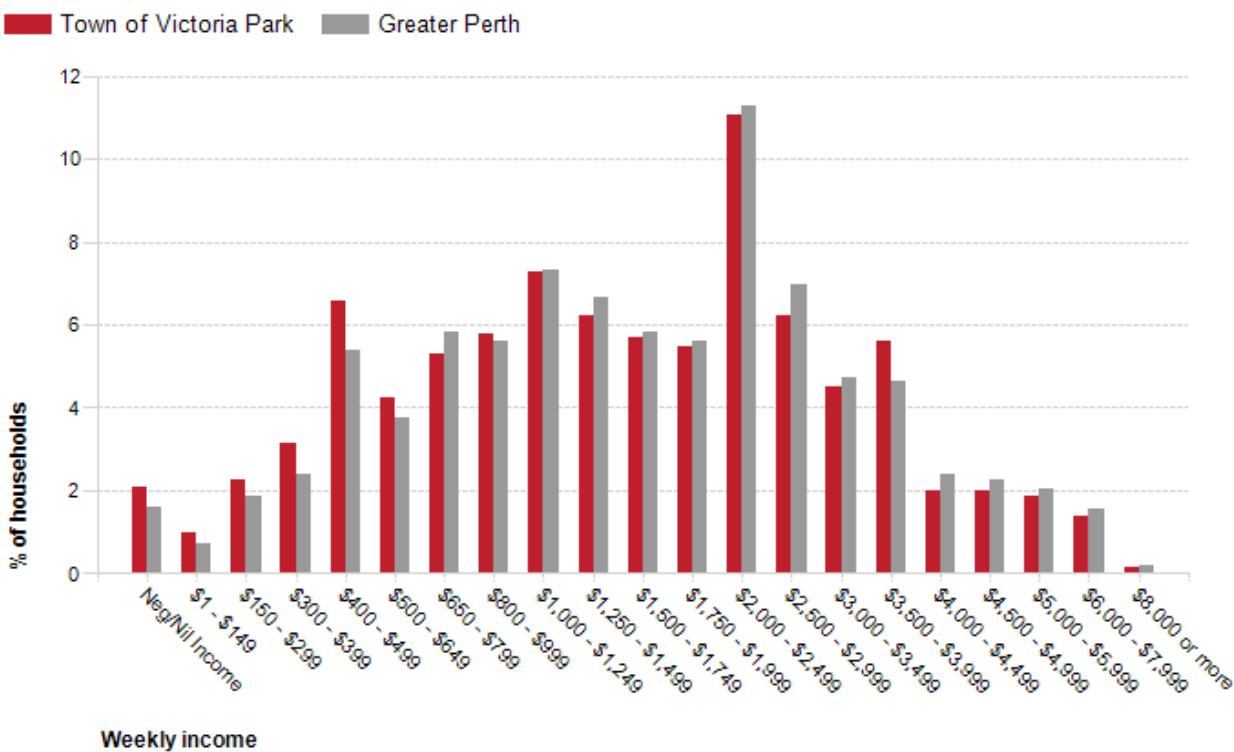
Analysis of household income levels in the Town in 2016 compared to Greater Perth shows that there was a smaller proportion of high income households (those earning \$2,500 per week or more) and a higher proportion of low income households (those earning less than \$650 per week).

Overall, 23.7% of the households earned a high income and 19.3% were low income households, compared with 24.8% and 15.7% respectively for Greater Perth.

The major differences between the household incomes of the Town and Greater Perth were:

- A larger percentage of households who earned \$400 - \$499 (6.6% for the Town compared to 5.4% for Greater Perth).
- A smaller percentage of households whose earnings were not stated (10.1% for the Town compared to 11.4% for Greater Perth).

Weekly household income, 2016



Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 (Enumerated data)
 Compiled and presented in profile.id by .id, the population experts.



Figure 34: Weekly Household Income 2016

Employment Self-Sufficiency

Journey to Work data sheds light on how many workers live locally, how many commute from other areas and which areas they commute from. Some areas attract a large external workforce because they have major employment centres or because local residents have a different set of skills or aspirations than the local jobs require. Understanding where workers reside assists in planning and advocacy for roads and public transport provision. It also helps to clarify economic and employment drivers across areas and assists in understanding the degree to which the Town provides local employment.

Of the 27,823 local workers in the Town of Victoria Park, 3,283 or 11.8% also live in the area. This proportion has remained the same for the past 10 years.

Residential location of workers - Town of Victoria Park SLA	2016	
	Number	%
Live and work in the area	3,283	11.8
Work in the area, but live outside	24,540	88.2
Total workers in the area	27,823	100.0

Source: Australian Bureau of Statistics, *Census of Population and Housing 2011*. Compiled and presented in *economy.id* by *.id*, the population experts.

Residential location of local workers by LGA by industry Town of Victoria Park – All industries LGA	2016	
	Number	%
Victoria Park (T)	3,283	11.8
Canning (C)	2,875	10.3
Stirling (C)	2,489	8.9
Gosnells (C)	2,485	8.9
Melville (C)	1,560	5.6
South Perth (C)	1,446	5.2
Belmont (C)	1,366	4.9
Swan (C)	1,274	4.6
Wanneroo (C)	1,267	4.6
Joondalup (C)	1,173	4.2
Cockburn (C)	1,119	4.0
Armadale (C)	1,097	3.9
Kalamunda (S)	1,054	3.8
Bayswater (C)	1,029	3.7
Rockingham (C)	571	2.1
Vincent (C)	506	1.8
Perth (C)	427	1.5
Mundaring (S)	370	1.3
Kwinana (C)	323	1.2
Fremantle (C)	316	1.1
Cambridge (T)	242	0.9
Bassendean (T)	221	0.8
Serpentine-Jarrahdale (S)	211	0.8
Nedlands (C)	175	0.6
Mandurah (C)	172	0.6
Subiaco (C)	165	0.6
Claremont (T)	90	0.3
East Fremantle (T)	83	0.3
Mosman Park (T)	60	0.2
Cottesloe (T)	47	0.2
Murray (S)	29	0.1
Northam (S)	17	0.1
Brisbane (C)	14	0.1
Chittering (S)	14	0.1
Busselton (C)	13	0.0
Melbourne (C)	10	0.0
No Fixed Address (WA)	10	0.0
Toodyay (S)	10	0.0

Source: Australian Bureau of Statistics, [Census of Population and Housing 2016](#). Compiled and presented in *economy.id* by *.id*, the population experts. Excludes residential locations with fewer than 10 people.

Journey to Work

Understanding where the Town's residents go to work assists in planning and advocacy for roads and public transport provision. It also helps to clarify the economic and employment drivers across areas and assists in understanding the degree of employment self-containment within the Town.

13,485 or 77.4% of the Town's working residents travel outside of the area to work.

Employment location of residents - Town of Victoria Park	2016	
	Number	%
Live and work in the area	3,283	18.9
Live in the area, but work outside	13,485	77.4
Work location unknown	648	3.7
Total employed residents	17,416	100.0

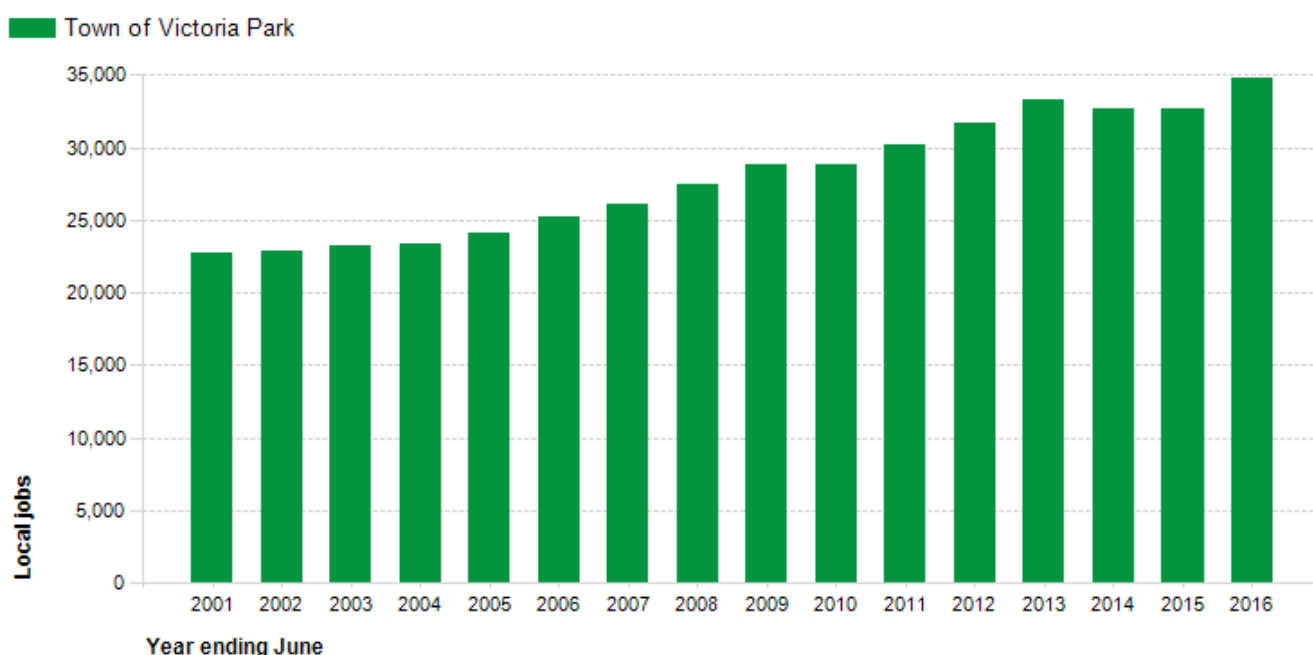
Source: Australian Bureau of Statistics, [Census of Population and Housing 2011](#). Compiled and presented in *economy.id* by *.id*, the population experts.

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Rockingham (C)	571	2.1
Vincent (C)	506	1.8
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Subiaco (C)	165	0.6
Claremont (T)	90	0.3
East Fremantle (T)	83	0.3
Mosman Park (T)	60	0.2
Cottesloe (T)	47	0.2
Murray (S)	29	0.1
Northam (S)	17	0.1
Brisbane (C)	14	0.1
Chittering (S)	14	0.1
Busselton (C)	13	0.0
Melbourne (C)	10	0.0
No Fixed Address (WA)	10	0.0
Toodyay (S)	10	0.0

Source: Australian Bureau of Statistics, [Census of Population and Housing 2016](#). Compiled and presented in *economy.id* by *.id* the population experts. Excludes residential locations with fewer than 10 people.

Jobs hosted in the Town have grown by 37% over past decade – compared with the Town’s 34% population growth. There are nearly as many jobs (34,732) as residents (39,024) – indeed the Town’s employment self-sufficiency ratio is 1.63, which is higher than other local governments in the south-east corridor. A high employment self-sufficiency ratio is normally taken to be a sign of a relatively sustainable living environment. However, only 18.9% of local residents work in the Town, with more residents travelling to the Perth CBD to work (24%). A further 17.4% of residents work in abutting local governments with the rest working elsewhere within or outside the Perth Region.

Local jobs



Source: National Institute of Economic and Industry Research (NIEIR) ©2016
Compiled and presented in economy.id by .id the population experts



Figure 35 – Local Jobs

Year (ending June 30)	Town of Victoria Park		Western Australia		Town of Victoria Park as a % of Western Australia
	Number	% change	Number	% change	
2,016	34,732	+6.38	1,369,217	+0.58	2.54
2,015	32,649	-0.27	1,361,267	+1.64	2.40
2,014	32,737	-1.75	1,339,258	+0.63	2.44
2,013	33,320	+5.19	1,330,925	+3.58	2.50
2,012	31,674	+5.05	1,284,926	+4.31	2.47
2,011	30,152	+4.43	1,231,853	+3.48	2.45
2,010	28,873	+0.24	1,190,370	-0.01	2.43
2,009	28,804	+4.71	1,190,539	+4.01	2.42
2,008	27,508	+5.62	1,144,659	+4.32	2.40
2,007	26,046	+3.03	1,097,251	+3.07	2.37
2,006	25,279	+4.63	1,064,541	+5.32	2.37
2,005	24,160	+3.52	1,010,737	+3.98	2.39
2,004	23,339	+0.58	972,088	+1.22	2.40
2,003	23,204	+1.59	960,386	+2.36	2.42
2,002	22,841	+0.61	938,225	+1.43	2.43
2,001	22,703		925,030		2.45

Source: [National Institute of Economic and Industry Research \(NIEIR\)](#) ©2016. Compiled and presented in economy.id by [.id](#), the population experts

Clearly most of the local jobs are filled by those who reside outside the Town. These local jobs are found throughout the Town, with the main employment centres being at Curtin (28% of local jobs) and Burswood (19%) as illustrated in the figures below. The localities surrounding the northern parts of Albany Highway and the Causeway area account for 19% of jobs while areas associated with the central and southern parts of Albany Highway account for 16% of jobs. Other centres of employment include that part of the Welshpool Industrial area within the Town (with 10% of jobs).

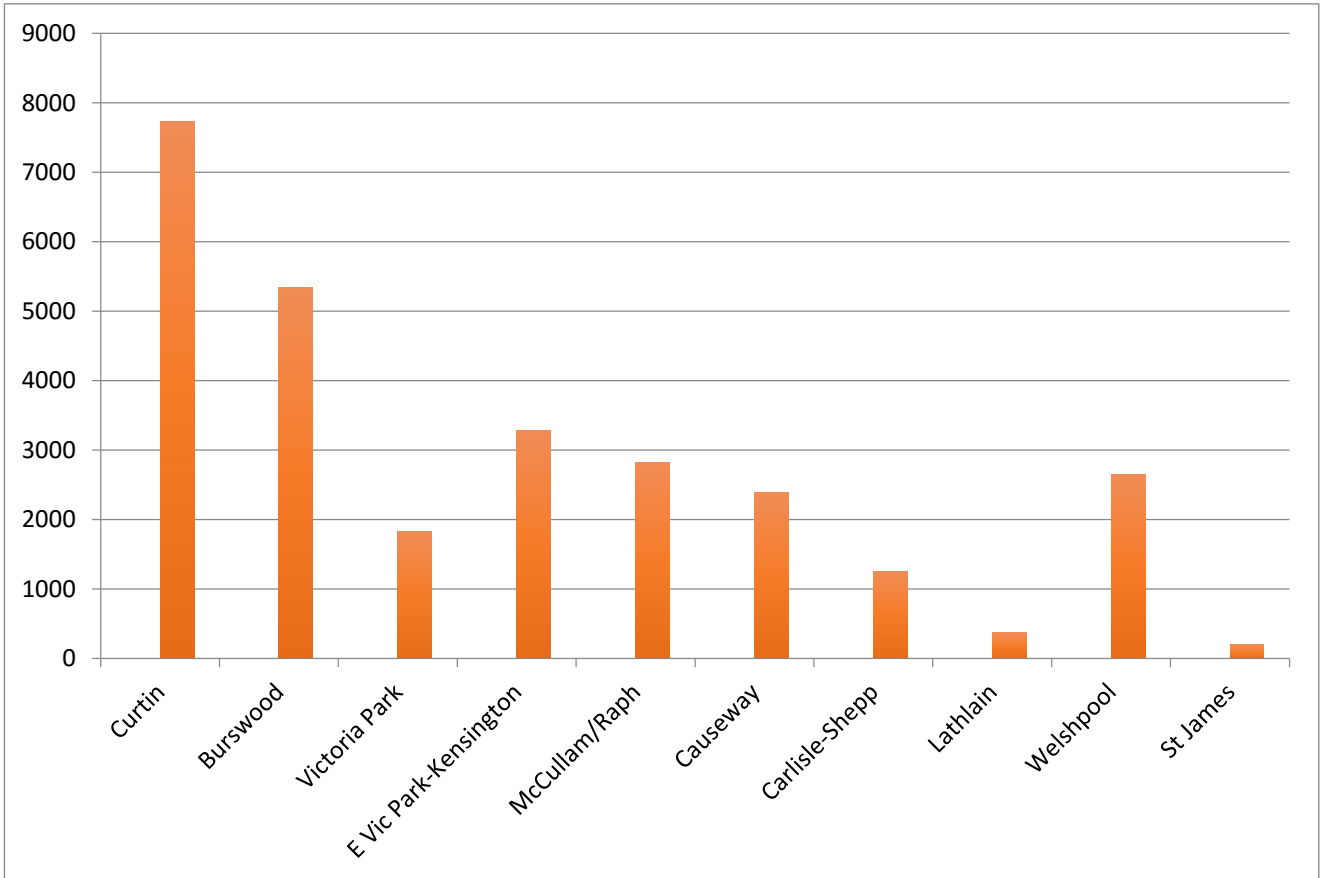
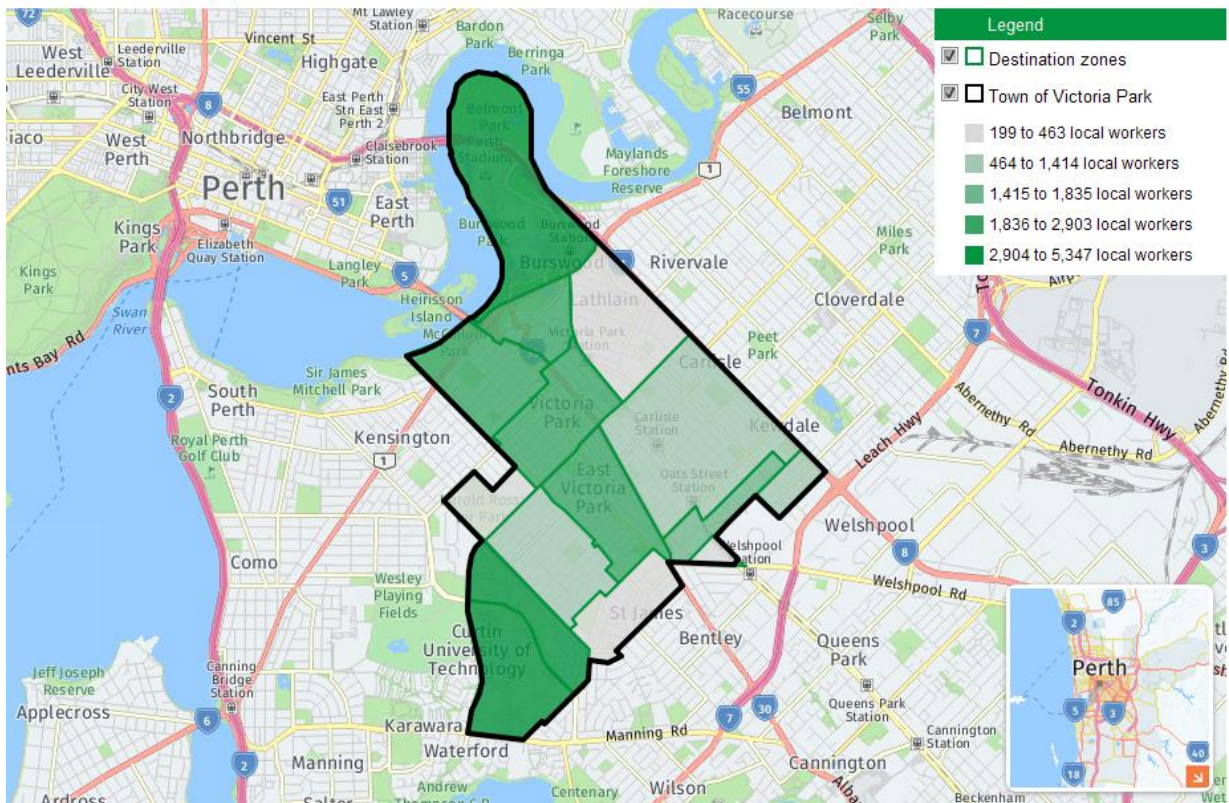


Figure 36: Location of Employment in the Town of Victoria Park – 2016 Census

All industries

Town of Victoria Park - Employment locations - Number of local workers



Source: Australian Bureau of Statistics, Census of Population and Housing 2016. Compiled and presented in economy.id by .id, the population experts.

Figure 37 - Location of workers – 2016

4.5.3 Activity Centres

Activity centres are hubs where employment, services and living places are concentrated. By focusing activity in these hubs, people have a lesser need to commute long distances to work and can find most of their general shopping and entertainment needs fulfilled locally. Because of the potential for activity centres to provide a more efficient and sustainable urban form they have become a focus of the State’s regional planning.

As the State Government’s 2015 *Perth and Peel @ 3.5 million* indicated, activity centres “play an increasingly crucial role in the development of Perth and Peel by providing greater housing and employment opportunities and creating a sense of place through social and business activities and services. Increasing residential development in and around activity centres linked by a robust movement network is key to delivering a connected and sustainable city that is well placed to accommodate a substantial future population increase.”

Activity centres will be integral to the Town’s future growth and development. The Town’s Activity Centres Strategy provides a framework for activating certain areas for more intensive and varied land use and development, as was summarised in section 3.5. Further expansion on the context for the Strategy and its key elements is provided below.

Strategic Considerations

According to the Department of Planning’s 2015 commercial activity survey, the Town has over 556,000m² of existing commercial floorspace. Uses normally associated with Activity Centres (these being, shop and other retail and offices) represent approximately 48% of the total floorspace.

Commercial Floorspace in the Town of Victoria Park

Use Category	m ²	%
Shop/Retail	75,968	13.7
Other Retail	85,203	15.3
Service Industry	37,446	6.7
Entertainment	30,148	5.4
Office	106,091	19.1
Health Welfare	62,791	11.3
Storage/Transport	26,782	4.8
Manufacture	48,702	8.8
Utilities	12,480	2.2
Primary Industry	5,055	0.9
Vacant	65,453	11.8
TOTAL	556,119	100

Department of Planning Commercial Activity Survey 2015 (net lettable area only and excludes industrial areas, development on reserved land and land occupied by residential uses)

The amount of commercial floorspace in the Town has grown substantially since 1990.

Commercial Floorspace Growth in the Town of Victoria Park

Year of Survey	Occupied Floor Area (m ²)	Vacant Floor Areas (m ²)	Total Floor Area (m ²)	% Vacant
1990	274,729	36,341	311,070	11.7
1993	276,835	39,223	316,058	12.4
1997	280,160	52,305	332,465	15.7
2002	289,612	55,842	345,454	16.2
2007	355,436	32,267	387,703	8.3
2015	490,666	65,453	556,119	11.8

Although the vacancy rate within the Town’s commercial areas has risen since 2007, it appears that the Town’s main activation areas are healthy. However, the areas undergoing transformation, or awaiting for it to occur, experience high vacancy rates – notably the residential/commercial precinct along Albany Highway and the Burswood Station East, Causeway, Technology Park and Berwick Street precincts.

Activity Centre	Vacant Floor Area (m2)	%	Total Floor Area (m2)
Albany Highway total	12,730	6.3	203,436
- Northern Precinct	2,325	5.6	41,702
- VP Precinct	2,736	5.6	50,190
- Central Precinct	1,816	6.0	27,343
- Town Centre Precinct	2,547	4.2	60,895
- Res/Comm Precinct	1,306	17.8	7,323
- Gateway Precinct	2,000	12.5	15,926
Burswood Station East	8,995	29.4	30,573
Causeway	13,859	15.8	87,901
Technology Park	11,583	16.7	69,365
Berwick	4,757	30.4	15,646
Oats Street	11,555	10.3	111,577
Archer Street	1,610	17.4	9,231
Other	364	1.3	28,447
Total	65,453	11.8	556,119

Since the adoption in 2010 of SPP 4.2, approval has been granted for the expansion of retail floorspace by over 75% of the Activity Centres located in an arc equidistant from the Perth CBD. This is potentially transformational. Moreover, it is occurring at a time of potential retail contraction due to growing on-line sales. The retail spending to support these super-regional centres is likely to result in less retail spending available to other centres, such as those within the Town.

By 2019, Carousel, to the immediate south of the Victoria Park Secondary Centre, will have expanded its shop/retail floorspace by 54%. The resulting centre will be close to the same amount of floorspace as the Secondary Centre. Being a Metropolitan Strategic Centre, the development approval process for Carousel did not require the consideration of any impacts on lower order centres such as Victoria Park yet virtually the whole of the Town falls within the primary trade area of the Carousel shopping centre, from which 50% of Carousel's trade is drawn.

There will be a growing point of difference between the different types of centre. Patrons will be offered a starker choice between the experience of a visit to one of the super-regional centres compared with a traditional main street centre. While these developments present a threat to centres such as Victoria Park, it does offer an opportunity where an alternative, more amenable, human scale, shopping experience can be provided.

State Policy Requirements

According to SPP 4.2, the Town of Victoria Park's retail hierarchy includes:

- One Secondary Centre – Victoria Park.
- Three District Centres – East Victoria Park, Burswood and Oats Street.
- One Specialised Centre – Bentley/Curtin.

In addition, the 2013 Activity Centres Strategy identified two Neighbourhood Centres (Archer Street and Berwick Street) and five Local Centres (Orrong-Archer, Orrong Road, Lathlain, Sussex Street and Etwell Street).

Modification of the SPP 4.2 hierarchy to include East Victoria Park within the Secondary Centre, include the Causeway Precinct as a District Centre and re-classify Burswood as a Specialised Activity Centre is considered to be warranted.

To better address the need to broaden the functions of centres the concept of "Activation Areas" has been embraced. Activation Areas may have a wider area associated with them including significant residential areas where they can, through a conscious density strategy, lend support to the centres. Previously unclassified precincts (including the Causeway and Victoria Park Station) should be identified as Activation Areas.

The Secondary Centre should be designated a 'Regional Centre' under the local planning scheme in accordance with Table 5 of SPP 4.2.

The draft Central Sub-regional Planning Framework (Towards Perth and Peel@3.5million May 2015) indicates that the core areas of activity centres (with a higher density designation of R-AC) should be surrounded by a frame area of at least 200m to allow expansion and support for the centre with linking higher density corridors along the high-quality transport routes. The long linear Secondary Centre with its abutting character areas presents some challenges to these general policies requiring a modification of any blanket approach.

In recent years the Town has responded proactively and designed its strategies and policies to align with the concept of activity centres, with a focus on street activation, mixed use, managed parking and transit oriented development. The suite of Scheme Precinct Plans and to commercial area design guidelines (LPP 15, 16 and 17), are examples, though it is necessary to regularly review this guidance to ensure it represents good practice.

It may be desirable to prepare structure plans for specific areas as the need arises.

Residential Support for Centres

While the Town attracts employees, shoppers and recreation seekers from beyond the Town boundaries, the primary planning consideration is the likely future population within the Town. In the long term it could be expected that in view of its inner city location that medium and high density housing will predominate throughout the district. However, in the short to medium term the overwhelming source of future housing supply (93%) is expected to be located within the Town's activity centres, and most of this located in the Burswood Peninsula Precinct.

Certainly, there are social and physical infrastructure implications arising from the State Government's target for the Town of providing for an additional 19,400 dwellings over the next 30 years or so. However, the significant residential populations within walking distance of its activity centres will potentially stimulate the character of the centres.

The Town has a high employment self-sufficiency ratio of 1.63 (ratio of local jobs to resident workforce), and the greatest recent employment growth has been in sectors generally associated with activity centres (accommodation and food services, retail).

In order to promote the concept of Activation Areas there will be a greater need to ensure that opportunities to provide dwellings within easy walking distance of the centres are maximized. This will draw some opposition from those seeking to quarantine all character areas from development pressures. However, it is considered that some targeted density housing within identified Activation Areas and along linking corridors, particularly where laneways are available to reduce streetscape impacts, would have merit. As a guide, areas central to the Activation Areas should be considered for the R-AC Code and land within walking distance of a centre be coded R40/60. Alternatively, the development of form based codes for designated Activation Areas could address the need for more intense urban form with greater sensitivity to individual sites.

Form-based codes seek to provide an appropriate form and scale of development by focussing on the relationship between building facades and the public realm, the form and mass of buildings and the scale and types of streets and blocks. They typically include the following elements:

- Regulating plan – designating the scope of the regulated area where particular built-form standards apply based on clear community intentions for the area's physical character.
- Public space standards – specifying elements within the public realm, such as roadways, footpaths and street parking, landscaping and furniture.
- Built-form standards – controlling the configuration, features and functions of buildings that define and shape the public realm.
- Administration and definitions – defining the application and review process and a glossary of technical terms used.

Form-based codes may also include signage provisions and environmental requirements, such as stormwater management, tree protection and solar access and can be applied as either a mandatory regulation or in the form of an instructional guide depending on the circumstances.

Retail Needs Assessment

Virtually the whole of the Town falls within the primary trade area of the Carousel shopping centre from which 50% of Carousel's trade is drawn. The Carousel shopping centre is currently in the process of a major expansion which is likely to siphon off most, if not all, of any expansion in trade potential within its trade area.

The Bentley shopping centre does not, despite its proximity, have a major impact on the shopping along Albany Highway.

Bounded as it is by large shopping centres to the west and south, commercial development in the Town will continue to have a truncated core trading area which does not extend beyond the local authority boundary to an extent that would enhance its trading potential of commercial development, including that along Albany Highway. Hence it is the socio-economic characteristics of the Victoria Park community which will continue to be the determinant of the existing and future potential of commercial development in the Town.

The inference to be drawn from the Town's demographic characteristics is that there will be increasing demand for niche comparison specialty shopping providing opportunities for redevelopment and refurbishment of the existing retail stock rather than the development of additional shops. Bulk shopping represented by weekly grocery shopping will remain constant relative to the population. From a commercial perspective it can be inferred that there will be a relatively low demand for bulk, high retailing establishments, chain supermarkets, discount department stores and the like. However, increased population density, especially in high and medium density, brings with it demand for niche retailing, retail services and recreational retail such as restaurants. There is, on the other hand, likely to be slowly growing demand for small office space from the large and growing professional class, to meet the escalating trends in self-employment.

Over preceding years it has been found that for the metropolitan region as a whole the floorspace per capita has been estimated to be 1.74m² for suburban retail shopping floorspace. However, in general outer suburbs are well below this figure while inner suburbs such as Victoria Park are well above. The reason for the inner suburbs having a higher per capita ratio is that they have inherited a large legacy of old shops, many of which are used for marginal retailing purposes, that are under performing in terms of turnover generated compared to newer shops in the outer suburbs.

Over the 1991 – 2015 period the per capita floor area ratio in shopping centres has been falling on average at 2.23% per annum. This is apparent because while the population in Victoria Park has been increasing steadily over the period the shopping floorspace declined between 1991 and 2007 and thereafter has remained relatively constant between 2007 and 2015 while, over the same period the population of Victoria Park has been increasing. It is believed that the per capita floor area ratio will continue to fall in the future. As the population continues to grow and until the average of about 1.74m² per capita is reached, turnover levels per square metre will reach a level that will support refurbishment and minor increases in new shop floor area. This process has already begun and will accelerate and will accelerate towards 2021 and beyond.

It is doubted whether the locality selected at Belmont Park would have sufficient special merit to attract a unique retail attractor. It is unlikely to be like the Hillary's Marina which has a metropolitan wide attraction and could therefore be regarded as "iconic". Accordingly, it is believed that Belmont Park will be similar in size and composition to other district size shopping centres throughout the metropolitan region. Consequently, it is an assumption in the models for Victoria Park that the proposed Belmont Park District shopping centre would directly compete with the shopping infrastructure of Victoria Park at 2036.

In respect of Curtin/Bentley, the location of the numerous food and catering outlets classified as restaurants, cafes or function centres are so located within the campus that they are unlikely to attract a public clientele and therefore they will have no competitive impact on the other shopping structure in Victoria Park.

However, it is assumed that a proportion of the additional shop floorspace contemplated in the Master Plan will rely on drawing trade potential from outside of the University. This would have a competitive impact on the other shop floorspace in Victoria Park and in South Perth. In particular as impact would be felt on the small Karawara District shopping centre located about 1 km away from the likely site of any shopping centre to be developed on the University site. It has therefore been included in the model.

The model has run four scenarios, the results of which are summarized on Table 3.8. Scenario 1 is for 2026 and Scenario 2 for 2036 at which time a small neighbourhood centre is assumed to have been developed at Burswood. Scenario 3 assumes that at 2036 there would be substantial retail development at both Burswood and Curtin, but less than indicated on structure plans. Scenario 4 assumes that the structure plan proposals are achieved irrespective of their viability for the hypothetical demonstration of their impact on other centres.

Scenario 1: By 2026 the increased trade potential in Victoria Park should be able to support an additional 14,600 m² of shop floorspace. A neighbourhood shopping centre of 5,000 m² in a location just west of Burswood Station would be viable. In the absence of any other new competition in Victoria Park, the two main shopping precincts of Victoria Park and East Victoria Park are undersupplied with shopping and would be trading very well. This particularly applies to Victoria Park which is the least affected by the assumptions of expansion for Bentley Park Plaza and Carousel. It also benefits directly from trade coming from South Perth along Canning Highway. However, it is also noticeable that the smaller shopping centres do not reflect much growth potential. It is also noticeable that the Gateway precinct at the southern end of Albany Highway, being closer to the competition posed by Bentley Plaza and Carousel shopping centre, will not gain the same benefits from the expanded population at 2026.

Scenario 2: In this scenario the assumption is that at 2036 aside from the new Burswood neighbourhood shopping centre, there has been no other new shopping development in Victoria Park. On these assumptions Victoria Park should be able to support an additional 27,500m² of shop floorspace. Under this scenario trading conditions in Victoria Park would be booming and it would be fair to say that land values would have risen to a level that the numerous car yards in Victoria Park would have been displaced by a higher order land uses.

Scenario 3: The assumptions in this scenario are that all the proposals for additional shopping on the Burswood Peninsula and the Bentley Curtin complex are operational. The model reflects that in this situation the existing shopping structure in Victoria Park especially Victoria Park at Victoria Park East would be trading within acceptable levels. However, this is because the proposed centres in the Burswood Peninsula would fail to perform anywhere near a viable level and therefore the impact would be greatly reduced. With regard to Belmont Park while the retail floorspace input was 31,000m² (as reflected in the District Structure Plan), the model output is only 11,375m². The model shows that Belmont Park at 31,000m² can only draw a third of the customers it needs to be viable. It is doubtful that a centre of 11,375m², reflected by the model, would be viable because the Belmont Park location with respect to its trade area is poor and is unlikely to attract sufficient trade. The same can be said for Burswood Station West and Burswood Station East. Burswood Station West only attracts a third of the trade potential it requires while Burswood Station East attracts about half of its trade requirement. What the modelling has indicated is that these three proposals are not likely to be viable in the context of their locations, their trade area potential and the competition.

Scenario 4: Scenario 4 is a hypothetical scenario based on the improbable event that the proposals for Burswood Peninsula and the Bentley–Curtin would somehow be viable at their planned sizes. To do this the parameters in the model were altered to increase the attractiveness (drawing power) of the three proposals such that the model reflected viability commensurate with their proposed sizes. The purpose of this exercise is to demonstrate that were this to be achieved, the impact on the future potential for the shopping along Albany Highway relative to what it could have been (Scenario 2) would be severe. For example, Victoria Park shows only a marginal improvement over its 2016 situation. All other centres along Albany Highway including East Victoria Park would be trading below their 2016 levels. Such an outcome in the unlikely event it was to occur would be seriously disadvantageous for the existing retail structure of the Town.

Retail Model Input-Output (m2) Table 2015-2036 Based on the Continuation of Current Trends

Centre	2015 Data Input	2015 Model Calibration	2015 Correlation	Model Output 2016	Scenario 1 Model Output 2026 with only one new neighbourhood centre	Scenario 2 Model Output 2036 Without Burswood and Curtin structure plan proposals	Scenario 3 Model Output 2036 With Burswood and Curtin structure plan proposals	Scenario 4 Model Output 2036 With Burswood and Curtin structure plan proposals enforced
Vic Park East (Res/Comm)	736	717	-2.6%	718	706	703	655	580
Belmont Park	0	0	na	0	0	0	11,375	31,070
Victoria Park	20,883	20,634	-1.0%	20,738	27,812	39,790	31,102	23,179
East Victoria Park	28,358	28,291	-0.2%	28,373	30,384	31,810	30,508	25,801
Alday St Gateway	6,938	6,868	-1.0%	6,879	6,726	6,789	6,521	5,784
Canning Hwy/Berwick	2,554	2,545	-0.4%	2,028	2,148	1,794	1,734	1,387
Archer St	2,268	2,258	-0.4%	2,262	2,125	2,593	2,118	1,786
Orrong Rd/Archer St	690	656	-4.9%	597	597	1,413	549	463
Lathlain	270	262	-3.1%	262	279	288	282	218
Burswood Neigh Centre	0	0	na	0	6,533	4,855	0	0
Burswood Stn East	0	0	Na	0	0	0	6,488	20,030
Burswood Stn West	0	0	Na	0	0	0	4,325	8,000
Etwell St	195	208	6.7%	209	228	232	230	201
Orrong Rd	741	751	1.4%	753	854	950	845	647
Curtin University	0	0	na	0	0	0	9,162	14,971
Sussex St	200	205	2.4%	206	230	229	240	202
Oats St	485	472	-2.7%	472	414	466	391	343
Oats St District Centre	755	737	-2.3%	739	679	587	649	569
Cohn St	84	81	-4.1%	81	69	84	63	55
Carlisle	470	446	-5.1%	446	397	438	369	315
Total	65,577	65,130		64,821	80,181	93,023	107,604	135,600

The model results do not mean there will be no new shopping development (or very little) for the next 20 years. If the proposals for the Burswood Peninsula are moderated to about 20,000 m² of shop floorspace (including the 5,000m² neighbourhood centre) by 2036, the prospects for refurbishment and redevelopment along Albany Highway would remain positive.

It has been concluded that in addition to the assumptions run in the model, the impact of 'e' trade could reduce retail floorspace demand by 8% at 2026 and 17% at 2036. These factors should be applied to Table 3.7 to further constrain future prospects for shopping centre growth. However, even the worst-case scenario for Albany Highway is that there will be improving trading conditions but they will be slow and uneven. It appears that the Victoria Park precinct by virtue of its close proximity to South Perth via Canning Highway will be in a stronger position for expansion and refurbishment than East Victoria Park which is closer to the Carousel strategic metropolitan Centre and more constrained from South Perth.

The overall conclusion to be drawn from this analysis is that the future prosperity for the existing shopping structure in Victoria Park, especially Albany Highway, will depend on how the proposals envisaged for the Burswood Peninsula develop. So far the proposed expansion of the major shopping centres south of the river, namely Carousel and Garden City, will not have an undue impact on the future shopping prospects in Victoria

Park. The impact of future “e” trade on future shop floorspace requirements in Victoria Park are difficult to foresee but the best guess would be an 8% impact by 2026 and a 17% impact by 2036.

Other key conclusions to be drawn from the analysis are that:

- The retail structure of Albany Highway is in the process of evolution and improvement. Specialty shops are giving way to personal service and lifestyle premises such as cafes and restaurants. The vacancy rate of the Albany Highway Secondary Centre has fallen from 9% in 2007 (excluding open car yards) to 6.3% in 2015. Notwithstanding this, retail floorspace represents only 28% of the overall floorspace of the Secondary Centre.
- At this time Victoria Park is still slightly overprovided with shop floorspace relative to its trade potential. By 2026 Victoria Park will begin to see an increase in shop floorspace along Albany Highway especially around the Victoria Park sub-centre and to a lesser extent around East Victoria Park. The exact process is hard to foresee. For a while the economics of redevelopment may not produce new buildings but instead lead to the refurbishment and conversion of premises not currently used shopping purposes.
- Many of its commercial functions, in particular the automotive trade, but also regionally oriented offices and many of the restaurants along Albany Highway, serve a district or regional area outside of Victoria Park, particularly the residents of South Perth. Because car yards occupy significant areas of land they should be regarded as sustainable land banks until economic conditions justify their conversion to higher order uses.
- Victoria Park is relatively well served with the daily ‘milk and bread’ walking convenience level facilities.
- The only area with potential for new shopping development in the next 20 years is on the Burswood Peninsula. However, the current proposals for an additional 59,000m² of shopping floorspace appear to be grossly excessive. Although 15,000 – 20,000m² of shopping could be located on the Burswood Peninsula, it is believed that Belmont Park in particular is not a good location for a ‘run of the mill’ competitive shopping centre. It is too isolated from the wider residential areas. The potential for shopping on the Peninsula is limited to serving local needs. For a large centre, such as that contemplated in the Burswood Peninsula District Structure Plan, to be viable it would need to offer something special or unique, and thereby provide a very strong and wide attraction. Such a centre is difficult to foresee in the context of the existing metropolitan shopping structure.
- Until the aspirations of the Bentley – Curtin structure plan are more certain, the proposals for up to 10,000m² of additional retailing in Curtin University appear to be excessive. The indications are that a new centre of 10,000m² would not be viable at least until the other residential and employment components of the structure plan are substantially realised. Based on past trends this could be beyond 2036.

Albany Highway Secondary Centre

The commercial area abutting Albany Highway within the Town is effectively one activity centre. However, the two retail centres (based on Victoria Park Central and The Park shopping centres) should be considered as nodes within the Albany Highway activity centre strip and the Town should develop a strategy to create certain points of difference between the two nodes.

The centre has seen a significant increase in commercial floorspace (30%) since the 2007 survey. The Secondary Centre includes a balance of shop, other retail and office space – all with over 40,000m² of floorspace indicating that the SPP 4.2 targets regarding mix of land use are well met in the Secondary Centre. Moreover, the vacancy rate is generally quite low at 6.2%.

Uses such as gyms and health clubs have become a significant new land uses and cafes, restaurants and function centres now make up 33% of all shop/retail floorspace offering a wide range of attractions.

To enable the Town to take advantage of the potential of the outdoor, informal and various experiences offered by the Albany Highway centre, a number of challenges need to be addressed. The Secondary Centre does not provide a clear retail offer, lacks vibrancy, is interspersed by non-retail uses, suffers areas of low streetscape amenity and has few public spaces. Landscaping is limited, of poor quality and lacks any consistent theme. The 3.4km strip requires that the sub-precincts be made distinct and differences be emphasized and promoted rather than indistinctly merge.

To deal with some of these challenges, the Strategy will assist in facilitating:

- The consolidation of retail activity into the major centres recognising that the Town is well-provided with retail floorspace, with little scope for major expansion;
- The development of diverse shopping experiences provided by the combination of enclosed shopping centres and strip shopping and the emerging trend of recreational commercial uses, such as restaurants along Albany Highway;
- The establishment of a unifying approach to landscaping, entry statements and small parks for each of the Secondary Centre's sub-precincts;
- The implementation of policies that reduce the parking standards for non-residential land uses within the Secondary Centre.
- Maximise the opportunities for density development within walking distance of the centres.

Northern Sub-Precinct

Contrary to past expectations, the area used for car sales in this sub-precinct has not declined. While the past policy has been to encourage the phasing out of such uses, there are some advantages to the Town of their retention in the short term. Retention of the large land parcels provides a valuable asset to facilitate long term comprehensive development.

Victoria Park Sub-Precinct

A comprehensive design theme should be created for the sub-precinct with landscaping, public art, street furniture, activity and small parks to create a unique identity.

Central Sub-Precinct

The area used for car sales in the sub-precinct has yet to significantly contract. While it is important to resist land fragmentation, a gradual transfer of the uses to residential with some commercial would be desirable. A design theme should be implemented particularly through tree planting in the road reserve.

Town Centre Sub-Precinct

A comprehensive design theme should be created for the sub-precinct with landscaping, public art, street furniture, activity and small parks to create a unique identity. Reduced parking standards for shop/retail uses should be implemented and some parking spaces adjacent to Albany Highway in front of the Park Centre should be converted to a linear park.

A predominantly residential precinct with limited provision for commercial uses at street level with consistent design theme for new development and public areas should be promoted.

Gateway Sub-Precinct

Transition to more pedestrian friendly frontages to commercial uses should be promoted. A significant entry statement to the Town should be provided.

Specialised Activity Centres

The development of the Town's two Specialised Activity Centres, at Burswood and Curtin/Bentley, will have a profound impact on the Town's future.

The Burswood Peninsula is a large strategically located site constrained from development until recently. In view of its favourable location it should continue to develop as a centre of entertainment and tourism. In addition, it will provide most of the Town's future population and employment growth. How the future population and workers on the Peninsula should be serviced is an important issue. The very large commercial space and significant retail space indicated by recent Burswood sub-precinct structure plans has potential to adversely impact on the hierarchy of Activity Centres in the Town. Modelling has shown that retail floorspace beyond that required for daily convenience would be detrimental to investment in the Secondary Centre.

The Bentley/Curtin Precinct comprises the Curtin University campus, adjoining Technology Park and various other institutional uses. The land is currently developed with low-intensity uses. This could change in the future as the site's strategic location is capitalized upon. How the future development of the Precinct impacts on the Town needs to be considered and planned for.

Convenience shopping for the local communities in the Burswood and Curtin Specialised Activity Areas should be supported, but larger proposals should be critically assessed for their impact on the retail hierarchy. Any application for retail development over 5,000m² at Burswood or Curtin should be subject to an independently prepared retail sustainability assessment in view of the Activity Centre Strategy modelling demonstrating that the Secondary Centre would be detrimentally affected by significant retail development in the Specialised Activity Centres.

Other Activation Areas

Causeway

The Causeway Precinct provides a strong urban link between the Secondary Centre and Burswood. The Activation Area should be promoted with higher density residential adjacent to GO Edwards Park and office development elsewhere subject to achieving the standards set out in LPP 22. The Causeway Precinct should be redefined as a District Centre within the Activity Centres Hierarchy.

Oats Street

This important future Activation Area at the Town's southern boundary is reliant in part on station relocation and rezoning of land from industrial use. Preparation for future activation should be made by appropriate rezoning of some areas from industrial to residential/commercial and the increase of density codings or appropriate form-based codes, from low density to medium density.

Berwick Street

This centre should continue to develop as a highway commercial centre. Redevelopment for higher density residential with some offices and showrooms in preference to retail uses should be supported.

Archer Street

The Archer Street Precinct offers a relatively strong Activation Area with some potential for consolidation of the surrounding residential areas. Links with the Secondary Centre should be strengthened by reviewing increased density recoding potential within 200m of Archer Street between Mars Street and Albany Highway.

Victoria Park Station

This well-located area offers scope for some consolidation as a transit orientated development precinct. Review of density codings, or appropriate form-based coding, directly north and south of the Victoria Park station should be undertaken to better consolidate the residential area and provide a stronger urban link to Albany Highway.

Local Activation Areas

A number of small centres provide some convenience shopping but limited other amenities. The Lathlain centre provides a model for emulation elsewhere – in part as a result of improvements in the public domain, the centre thrives. The existing convenience shopping, which provide focal points in the residential districts should be maintained and landscape improvements to the public domain made where possible.

4.6 Tourism and Visitors

The State planning framework, through documents such as the State Planning Strategy, State Government Strategy for Tourism in WA 2020 and WAPC policies and guidelines set out the role and importance of tourism to the State economy.

Tourism and hospitality are also key industries in the Town's economy. The Town is home to several regional destinations and attractions including Perth Stadium, Crown Casino, Albany Highway mainstreet and the Swan River and its foreshore. Visitation data for recent years in the Town is detailed in the following tables:

Visitor nights - Numbers

Town of Victoria Park - 2008/09 to 2015/16	Town of Victoria Park		Western Australia			
	Year	International Visitor Nights	Domestic Visitor Nights	International Visitor Nights	Domestic Visitor Nights	Domestic Daytrips
2015/16		1,045,648	216,974	27,664,937	43,815,866	19,373,075
2014/15		1,424,261	-	28,842,363	37,127,127	17,572,814
2013/14		1,064,393	-	27,405,388	32,649,965	15,391,818
2012/13		1,396,971	-	27,919,684	29,598,118	14,717,478
2011/12		1,068,171	-	25,703,958	26,885,024	14,154,159
2010/11		1,107,491	190,548	22,381,886	24,758,308	13,446,769
2009/10		945,912	139,425	21,768,488	22,254,717	12,342,787
2008/09		1,023,261	99,718	20,924,267	25,956,844	12,249,158

International visitors - 5 year total

Town of Victoria Park - 2011/12 to 2015/16	Town of Victoria Park				Western Australia			
	Main reason for trip	Visitors	Visitor nights	%	Average length of stay (days)	Visitors	Visitor nights	%
Visiting friends and relatives	34,110	747,616	26.7	21.9	1,799,718	30,563,752	25.9	17.0
Holiday	42,441	910,975	33.2	21.5	3,567,968	44,886,870	51.4	12.6
Business	12,765	212,088	10.0	16.6	668,478	10,140,413	9.6	15.2
Education	22,082	3,062,465	17.3	138.7	298,380	22,169,156	4.3	74.3
Employment	12,880	969,093	10.1	75.2	438,365	25,507,452	6.3	58.2
Other reason					174,774	4,268,684	2.5	24.4
Total	127,706	5,999,443	100.0	47.0	6,947,686	137,536,329	100.0	19.8

Source: Tourism Research Australia - Unpublished data from the International Visitor Survey 2016.

The Strategic Community Plan aims for the Town to be a desirable place for tourism and its location and attractions offer significant potential for further tourism-related development.

TPS 1 does not specifically address tourism in any detail. Tourism development tends to be considered in the same context as other land uses. While it is not necessary for the local planning scheme to specifically identify sites for future tourism-related activities or contain controls to protect tourism facilities from encroachment of incompatible or conflicting uses, the local planning framework should:

- Identify the nature and importance of tourism to the Town, including the type of facilities and attractions, their level of amenity and accommodation supply, gaps and opportunities.
- Encourage tourism growth and development that reinforces the local tourism identity, including innovative tourist accommodation development and facilities to meet tourists' needs.
- Identify service capacity and infrastructure projects that could potentially impact on tourism growth and visitors' experiences, including how tourists access accommodation and move between attractions.

Other tourism-related planning considerations include:

- Improvement to connections from Burswood Peninsula to the Albany Highway main street.
- Addressing the rise of small-scale tourist accommodation, such as that which can be booked through emerging technologies like Airbnb, and its impact on local residential communities.

These considerations would best be addressed in an updated Economic Development Strategy for the Town, in which the promotion of the Town's tourism potential will be a key component.

4.7 Public Open Space and Recreation

Public open space (POS) and the recreational facilities built on it are critical Town assets. The Town's *Healthy Vic Park Plan 2017 – 2022* recognises the importance of community health and wellbeing by focussing on the provision of healthy places and spaces. The Town plays a significant role in the promotion and protection of the

health and well-being of its community through the provision of facilities, services and environments that promote physical activity and healthy lifestyles. POS also forms a key part of the Town’s green infrastructure and contributes to the community’s sense of place and economy.

4.7.1 Public Open Space

The Town has various POS sites that fulfil a range of functions, such as active sporting fields for formalised sports, areas for passive recreation and land set aside for stormwater detention function or environmental conservation. A classification system is needed to differentiate the types of open space and the role that each site plays in meeting the recreational needs of the local, district and regional community. This classification helps form a basis for determining the adequacy of existing POS to meet current and future needs of the Town and the wider community.

While the classification system adopted by the Town is based on a framework developed by the Department of Sport and Recreation, in many cases POS will not satisfy all of the framework’s criteria, particularly in relation to typical size. As such, a best-fit approach has been applied with the primary function of POS being the overriding consideration.

POS included in the classification comprises all sites used or available for recreation. State Government POS provision policy requirements for land subdivision proposals (that is, 10% of subdivisible area being ceded for POS) form a benchmark to assess the supply of existing POS within the Town. Land reserved for Parks and Recreation under the TPS 1 is calculated separately from land that is similar reserved under the MRS, as MRS-reserved POS is not usually credited towards the 10% subdivision requirement. Tables below detail the extent and classification of existing POS within the Town, ordered by suburb. In summary, the classification process has found that:

Lathlain is deficient in the amount of POS, but has a range of local, neighbourhood and district open space site. Future development of Lathlain Park has potential to increase the amount of local and neighbourhood space.

Carlisle has about half of the 10% provision of public open space, most of which is in district open space. The only potential neighbourhood site is the vacant land formerly developed with the Lathlain Carlisle Bowling Club.

Burswood has minimal local open space and no neighbourhood or district open space. However, the amount of regional open space is significant and some could potentially be developed to provide future local, neighbourhood and district public open space.

Victoria Park has little public open space, but has a range of local, neighbourhood and district open space.

East Victoria Park and St. James have close to a 10% provision of public open space, with a good range of local, neighbourhood and district open space.

Amount of Public Open Space by Suburb

LATHLAIN				
POS CLASSIFICATION	NAME	AREA	REGIONAL OPEN SPACE (ROS)	AREA
DISTRICT	J A Lee Reserve	28551	Lathlain Park	88401 ¹
NEIGHBOURHOOD	Rayment Reserve	9394		
LOCAL	Forster Av Reserve	1967		
TOTAL POS		3.9912 ha		8.8401 ha
GROSS AREA		132.9 ha		132.9 ha
POS % OF GROSS		3.00%		6.65%

CARLISLE		
POS CLASSIFICATION	NAME	AREA
DISTRICT	Parnham Park	19590
	Fletcher Park	42369
	Carlisle Reserve	32068
NEIGHBOURHOOD	Lathlain Carlisle Bowling Site	15814

LOCAL	Millers Crossing	5595
	Tom Wright Park	3942
	Gemini Way Sump	837
TOTAL POS		12.0215 ha
GROSS AREA		215.5 ha
POS % OF GROSS		5.58%

BURSWOOD (Part - South of Causeway Precinct, Causeway Precinct, Burswood Lakes aka -The Peninsula & Burswood Station East)				
POS CLASSIFICATION	NAME	AREA	REGIONAL OPEN SPACE (ROS)	AREA
NEIGHBOURHOOD	-	-	Go Edwards Park	103795
LOCAL	Stiles Griffiths Reserve	1970	Charles Paterson Park	38814
	Charnley Gdns Burswood	1416	Balbuk Reserve	13730
	Vantage Way Burswood	879	Reserve Leased To Wa Recreational Water Sports Association	11887
	Pallinup St	425	Burswood Park Board Parkland	87 HA. (APPROX.) 2
	The Promenade	7587		
	The Circus	3512		
TOTAL		1.5789 ha		94.4810 ha.³
GROSS AREA (Part of Suburb)		81.37 ha		168.37 ha³
POS % OF GROSS		1.94%		56.12%³

VICTORIA PARK & KENSINGTON				
POS CLASSIFICATION	NAME	AREA	REGIONAL OPEN SPACE (ROS)	AREA
DISTRICT	Raphael Park	51032	Taylor Reserve	76621
NEIGHBOURHOOD	George St Reserve	27080	Mccallum Park	111954
	Hawthorne Reserve	9698	Kensington Bushland	82980
LOCAL	Asquith Reserve	2804	Kent Street (Old Tip Site)	45111
	Read Park	7838		
	Memorial Gardens	3258		
	Sunbury Reserve	1860		
	Miller St Reserve	1002		
	Duncan Reserve	2146		
	State St Reserve	615		
TOTAL POS		10.7333 ha		31.6666 ha
GROSS AREA		232.8 ha		232.8 ha
POS % OF GROSS		4.61%		13.60%

EAST VICTORIA PARK & ST JAMES		
POS CLASSIFICATION	NAME	AREA (M²)
DISTRICT	Harold Rossiter Park	76127
	Fraser Park	29613
	Higgins Park	72330
	Aqualife Complex	21469
	Leisurelife Complex	20324
	Victoria Park Bowling Club	13802
NEIGHBOURHOOD	Edward Millen Park	28191
	Edward Millen Grounds	15750
	John Macmillan Park	17650
	John Bissett Park	12869
	Kate Street Reserve	9962
	Hillview Bushland	10275
LOCAL	Shepperton Road Reserve	7023
	Mint Street Reserve	3259
	Isaia Corner	1205
	Alday Reserve	1353
	Hampshire Reserve	853
	Devenish Reserve	743
	Victoria Heights Park	6741
	Manners Reserve	5680
	Mazzini Reserve	5059

	Forward Reserve	4768
	Rotary Reserve	5393
	Houghton Reserve	9515
	Playfield Reserve	8348
	Somerset Park	7103
TOTAL POS		39.5405ha
GROSS AREA		411.5 ha
POS % OF GROSS		9.61%

Note:

1 The total area of Lathlain Park is 8.84 ha. However under the Metropolitan Region Scheme the land is reserved parks and recreation - restricted public access and a large portion of the site is leased to the Perth Football Club and has restricted public access. The site is now subject to a 'Heads of Agreement' with West Coast Eagles (WCE). This will see about 7.5 ha of the site become the subject of lease arrangements to WCE or Perth Football Club, with the balance of about 1.34 ha being available for unrestricted public access. However the 'Heads of Agreement' provides for community use of parts of the lease area under certain conditions. This particularly applies in relation to proposed Oval 2 (an area of about 1.77 ha.), where the options for community use will generally apply after 4pm Monday to Friday and all day on Saturday and Sunday.

2 The parkland area (about 87 ha.) administered by the Burswood Park Board pursuant to a State Agreement is not subject to the provisions of the Metropolitan Region Scheme and the Minister for Racing and Gaming is responsible for approving planning and development applications. Current and proposed future development of this parkland area is reflected in the Burswood Peninsula District Structure Plan, March 2015.

3 These figures include the parkland area (about 87 ha.) administered by the Burswood Park Board.

4 The suburb of Bentley has not been included, as the portion of the suburb within the Town contains land owned by the Minister for Science and Innovation that total about 3.75 ha and form a landscape buffer around Bentley Technology Park. This area was not developed to function as local or neighbourhood open space and future use/ development will be considered as part of the Bentley Curtin Specialised Activity Centre Structure Plan. It should also be noted that none of the land within the suburb of Bentley within the Town is considered to be within 'gross subdivisible areas' for the purposes of calculating normal requirements for provision of public open space.

The POS assessment is largely quantitative and there has been no detailed survey of open space quality or community usage and attitudes on which to base a qualitative assessment and plans for improvements and maintenance of open spaces. The quantitative measures of amount, distribution and accessibility only provide part of the assessment of the adequacy of open space provision. The form, facilities, quality and attractiveness of open spaces and how adequately they meet the needs of the communities they serve is also significant.

This highlights the importance of a whole of organisation approach and the engagement of the community in developing a Public Open Space Strategy to examine community needs and expectations and ensure a variety of uses are accommodated including active sporting fields and areas for passive recreation. This is in particularly important in light of the expected population growth within the Town, much of which will be in a more compact form than is presently the case. As apartments with balconies and small courtyards rather than the traditional spacious backyards become more common, access for residents to attractive and functional public open space will become increasingly important.

The Strategy will also need to consider innovative ways of providing outdoor green space for residents that isn't typically considered to be part of a public open space network, such as roof top gardens to cater for residents of apartment buildings.

4.7.2 Recreation Facilities

The Town's flagship leisure centres, Aqualife and Leisurelife, provide a wide range of recreation services to the Town. These facilities provide necessary community facilities and a home to services that promote social interaction as well as physical activity. In addition to contributing to greater physical health, they also promote mental health and social inclusion through group activities and socialisation.

The Town also provides club room facilities for sporting clubs on its various active open spaces. Sporting clubs have a social as well as fitness and recreational role to play within the community.

Curtin University offers a wide range of sporting and recreational facilities on campus and is keen to share these facilities with Town residents. With the implementation of the Greater Curtin Masterplan existing and proposed sport and recreation facilities will be made available to the greater community and development of partnerships with the Town are possible.

Some popular recreational activities are not reliant on dedicated facilities, such as walking, running and cycling, but require a well-designed and safe network of roads, footpaths and trails. These activities have a close relationship with commuting functions and are addressed in more detail in the Transport section later. However, it needs to be acknowledged that these activities also have a recreational function and in that context generate their own needs. These include appropriate facilities to encourage walking, running and cycling, such as continuous footpaths and/or shared paths, a safe road cycling environment, bicycle parking facilities and drink fountains in appropriate locations.

Natural areas such as the Swan River foreshore are strong attractors for Town residents and visitors. The foreshore paths encourage walking, running and cycling for recreation and the parkland encourages informal sports such as family football and cricket games. These uses should be encouraged within the foreshore parks by providing and maintaining appropriate pathways and grass areas. Access to the foreshore and river needs to be well designed, safe and legible for pedestrians and cyclists.

The draft *Taylor McCallum Park Masterplan* is cognisant of these different functions of the foreshore and identifies areas for parkland and event space, river edge revegetation, a beach and activity node and parking space as well as pedestrian and dual use pathways providing linkages with the adjoining foreshore area within the City of South Perth and the Burswood Park Board managed land on the Burswood Peninsula.

The Belmont Park Racecourse Redevelopment Structure Plan makes provision for the upgrade of the foreshore with areas for passive recreation and revegetation. The entire foreshore will be publically accessible and a pathway system will provide connectivity. The Structure Plan makes provision for ferry access, a marina and celebration of Aboriginal culture and heritage.

The redevelopment of Lathlain Park to incorporate the West Coast Eagles and Perth Demons training facility and WAFL match facility opens up the park, which in the past has been inaccessible to the public, for community use. This includes community access to one of the two ovals for passive recreation when not in use by the football clubs for training purposes, creation of a new community activity zone, community access to some of the West Coast Eagles facilities, including function space, museum, shop and café, sports medicine facilities, child care and recreation facilities.

The Town endorsed a Sport and Recreation Facilities Strategy in 2013, which informs the upgrade and development of sport and recreation facilities in the Town, taking into account changing demographics and projected demand for individual sports, together with a review of existing facilities to assist the Town in meeting the current needs of community and sporting clubs while placing the Town in a position to meet the needs for future generations. The Town subsequently amended some of the recommendations and the associated priorities in 2015. Strategy recommendations involving a land use planning perspective include:

- Development of master plans for various Town reserves.
- Incorporation of sustainable design in the development of new and upgraded recreation facilities.
- Improving connectivity to recreation facilities through upgrades to the pedestrian and cycling network.
- Provision of land and facilities for recreation and other community use on the Burswood Peninsula.

4.8 Community Planning

Investment in social infrastructure is essential for the health, social wellbeing and economic prosperity of communities and has been described as the cornerstone of wellbeing in a community. Social infrastructure has been defined as *“the interdependent mix of facilities, places, spaces, programs, projects, services and networks that maintain and improve the quality of life in a community”*. It can also be defined as the structures and facilities that help communities and neighbourhoods to function effectively. These can include:

- Universal facilities and services such as education, health, active open space, recreation and sport, safety and emergency services, religious, arts and cultural facilities, community centres and meeting places.
- Lifecycle targeted facilities and services such as those for the elderly, youth and children.
- Targeted facilities and services for groups with special needs such as families, people with a disability and indigenous and culturally diverse people.

The National Health Services (NHS) Healthy Urban Development Unit (2008) states that “Social infrastructure has a key role to play in promoting social cohesion, bringing different socio-economic and ethnic groups together, and creating a true sense of community belongingness”. Communities that offer opportunities for human development have strong social capital, and act as magnets for investment, growth, and economic development.

As detailed in section 3.2.5, the Town has prepared a Social Infrastructure Plan to ensure the Town’s social infrastructure keeps pace with the projected population growth and changing community needs over the years to 2036 and 2050 and beyond. Its purpose is to:

- Develop a framework to guide how the Town’s social infrastructure will accommodate future growth.
- Identify and appropriately plan for and assist in the delivery of social infrastructure in the Town of Victoria Park.
- Provide an evidence based framework and guide for the future planning, provision and investment in Council owned social infrastructure over the next 30 years.
- Enable Council to set priorities and recommendations for future social infrastructure development based on strong evidence and analysis.

Development of strategies for the provision of public open space and community facilities are important planning-related recommendations of the Plan.

4.9 Heritage, Character and Urban Design

4.9.1 Aboriginal Heritage

The Swan River and its foreshores have been recognised for their importance to the Aboriginal people in regard to food, resources, occupation areas and links with dreamtime mythology. Aboriginal occupation of sites along the Swan River dates back 40,000 years, with the river used for fishing, shellfish gathering and meeting places, particularly at crossing points.

All Aboriginal heritage sites, whether identified or registered or not, are protected by the Aboriginal Heritage Act (1972). The Act sets out obligations on those undertaking development or using land in a manner that may adversely impact an Aboriginal site.

Registered Sites located within the Town are listed in the following tables:

ID	Name	Status	Type	Region
3536	Swan River	Registered Site	Mythological	Metro/Wheatbelt
3701	Burswood Island	Registered Site	Ceremonial/Camp	Metro/Wheatbelt
15915	Burswood Island Camp	Registered Site	Camp	Metro/Wheatbelt
15916	Burswood Island	Registered Site	Artefacts/Scatter, Water Source	Metro/Wheatbelt
24319	Wadjup	Registered Site	Ceremonial, Camp, Meeting Place, Named Place	Metro/Wheatbelt

4.9.2 Built Heritage

The State Heritage Register is prepared under the terms of the Heritage of Western Australia Act 1990 and lists places of state heritage significance. The following places within the Town are listed:

No.	Place	Other Name	Register
1	Old Burswood Canal		State, MI, National Trust, Aboriginal Heritage
2	Edward Millen Home	(fmr) Hillview Clinic, Rotunda Maternity Hospital, Mildred Creak Centre	State, MI, National Trust
3	Kent Street Senior High School	Kent Street Central School, Kent Street High School	State, MI
4	Windmill & Wishing Well	Brisbane + Wunderlich Windmill & Wishing Well	State, MI
5	Victoria Park Primary School		State, MI, National Trust
6	Broken Hill Hotel, Victoria Park		State, MI, National Trust

7	Victoria Park Post Office		State, MI, National Trust
8	Victoria Park Police Station		State, MI
9	St Peter's Anglican Church & Memorial Hall		State, MI, National Trust

The Town compiled a Municipal Inventory in June 2000 as required by the Heritage Act. The Inventory lists 85 places of heritage significance and assigns a management category to each place. A review list includes properties that warrant investigation for future inclusion in a future updated Municipal Inventory.

4.9.3 Town Character

It is important to distinguish between historic heritage significance and urban or neighbourhood character. The notion of character is broader and perhaps more subjective than heritage. Community perception about character reflects a wider range of criteria than the social or architectural value of individual buildings.

The Town has defined “character” as *“the product of built and natural elements of a locality which collectively distinguish it from other, nearby localities. Within a definable precinct these basic elements appear in sufficient quantities as to produce a unifying effect. The basic elements which contribute to the character of a locality can include, amongst other things building form, scale, height, materials and orientation, private plantings, setbacks of buildings from the street, the number of crossovers, street trees, street width and geometry and street furniture.”*

A combination of individual elements form streetscapes and it is often the entire streetscape that is regarded as establishing the character of a residential area.

The Town has some of Perth’s older suburbs that developed predominantly through the formation of large estates during the Gold Boom period, in the years before and after Federation in accordance with early precepts of urban villages and the garden city movement. Development was structured around the tram route on Albany Road and two railway stations and a still-intact subdivision pattern is evident from the first generations of development in the 1880s and 1890s.

The basic pattern of activities and some of the building fabric of the Town dates from the early generations of development and the eras that followed. Some parts of the Town have a high level of intactness, or at least considerable amounts of early building fabric which shape the Town’s primary character.

Despite there being a gap between subdivision and housing construction in early generations of development, there was a high degree of consistency within areas in terms of style and period of homes once they were built. For the most part, traditional housing in Victoria Park and parts of East Victoria Park consisted of relatively modest detached cottages and bungalows of either brick and iron or tile construction, or timber and iron construction. Very few original homes had two storeys and there were only a handful of attached houses in the form of duplexes.

Development in areas located further from the tram line, such as Carlisle, Lathlain and parts of Victoria Park and St James occurred only after the Second World War, which included some State Housing Commission estates, with a transitional style of brick and tile housing.

During the 1960s the introduction of zoning laws encouraged the development of medium and high rise flats in escarpment and ridge locations that gave the flats extensive outlooks. In the mid-1980s the GR Codes were introduced, followed by the R Codes, and have encouraged the development of infill development throughout extensive in parts of the Town. Until relatively recently, much of that new development paid little heed in terms of either style or massing to the existing housing in the area. This changed with the development of new Local Planning Policies that sought to protect the original character of the area from the late 1990s with the introduction of the Raphael Precinct Design Guidelines and the Policy on Weatherboard Precincts.

This history of development has resulted in much of the Town having a traditional residential character, with some minor variations over time rather than having markedly different characteristics across the various eras. The outstanding characteristics of that traditional residential character being gridded form of subdivision, albeit

that the direction of primary residential streets are opposed east and west of Albany Highway, and predominantly freestanding single storey cottages and bungalows of brick or timber.

The Residential Character Study 2003 undertaken by Hocking Planning and Architecture found that the core area of the Town of Victoria Park, located generally between the railway line and Berwick Street, retains much of its original character and contains a substantial number of original dwellings, constructed between the 1890s and the 1940s. The Study concluded that there is sufficient original housing stock remaining throughout the Study Area to warrant protection of the existing character in these areas. The study also concluded that the existing density codings in much of the area do not encourage retention of original dwellings. It recommended a change in ethos from one of demolition and redevelopment to one of protection and sympathetic infill.

The Residential Character Study Review undertaken in 2010 looked at ways in which retention of original dwellings could be encouraged while retaining the existing development potential of most lots. The Review recommended establishment of a Special Control Area and explored a way of applying split density codings to create larger lots at the front of sites to retain original dwellings and the original streetscape character while allowing additional infill development to occur at the rear of sites.

More innovative ways are required through which the same principle can be achieved without increasing administrative complexity and red tape, which the State government’s planning reform is aiming at minimising. The R Codes approach to development control does not serve the inner city local governments well and does not facilitate protection of areas of special character. Alternative means to achieve this end should be considered, such as the use of form based codes that can be applied in a more flexible way to achieve specific development outcomes.



Figure 38: Original Dwellings within the Residential Character Study Area

4.9.4 Urban Design

In recent times, property in the Town has become sought after and redevelopment pressures have increased. These pressures have produced and will continue to produce pressures for incremental change particularly within established residential areas. Where changes have been indiscriminate and not considerate of the pattern and form of the neighbourhood context, it has been destructive of the environment of the Town rather than adaptive or evolutionary. Increased interest in high density development has made development of design policies necessary to ensure new development, both residential and commercial provides a positive contribution to the existing and/or desired streetscapes. This includes consideration of the relationship of the building to the existing streetscape context, functionality and amenity of the building and apartments, and resource efficiency. The Evolve community engagement process has confirmed a community desire for new buildings to relate to the streetscape and be of human scale to provide a pleasant pedestrian environment, especially along Albany Highway and other existing or future main streets.

The Town has responded to the need to ensure new development achieves a good urban design outcome with the introduction of a Design Review Committee consistent of professionals in the areas of architecture, urban design, landscape architecture and assessment of energy efficiency of buildings. The industry leading Design Review Committee advises Council on applications in respect to structure plan proposals, major development applications where the value of the development exceeds \$5m and includes all developments involving buildings in excess of three storeys. It provides advice to Council in respect to provisions of the local planning scheme and advice on appropriate review and amendment of the scheme provisions.

Crime Prevention through Environmental Design (CPTED) is a crime prevention strategy that focuses on the planning, design and structure of cities and neighbourhoods. It reduces opportunities for crime by using design and place management principles that reduce the likelihood of essential crime ingredients (law, offender, victim or target, opportunity) from intersecting in time and space. CPTED principles should be embedded in the planning framework to ensure that the built environment contributes to a safe public realm. A review of the local planning scheme should consider CPTED implications.

The portion of Albany Highway running through the Town has many sections where a low-scale village atmosphere exists. The retail activities, footpaths, signage and materials associated with windows and wall finishes all add to the 'grit' of the street. This has a universal appeal as evidenced by the popularity of streets in Fremantle or Carlton in Melbourne.

Developers are generally not willing to fund street-level works beyond their property. The outcome almost always is a more sterile and uninviting pedestrian-level experience when redevelopment occurs. If the 'village' elements along Albany Highway are redeveloped then care should be taken to ensure that development occurs in such a way that the ambiance of the environment is not lost in the process. Principles and design guidelines need to be developed to maintain the desirable character of the Albany Highway streetscape.

Since its introduction in 2005, the Town has been relying on the Local Planning Policy – Streetscape to achieve desirable urban design outcomes within the Town's residential areas. The R Codes have limitation in dealing with infill development in existing inner city areas, and in particular with ensuring new development respects the character of existing streetscapes. The Policy therefore varies the R-Codes requirements for "Streetscape" and "Building Design" in an attempt to ensure new development is sympathetic to the existing streetscape character. The Town has taken the view that new development should be designed sympathetically with existing character dwellings and has not favoured completely modern buildings that contrast the old.

The Policy requires review to bring it up-to-date with best practice planning of inner city areas and to ensure that sustainable design of new dwellings and additions is encouraged. There may be scope to review the Town's approach to complementing character dwellings with modern additions. This approach may assist in achieving better sustainability outcomes as it would allow greater flexibility with regard to roof pitches, shapes, building materials and similar. This approach would also highlight original character dwellings within the street rather than blending them into a streetscape of a mix of old houses and replicas.

4.9.5 Place Making and Management

Place making is a holistic, multi-disciplinary approach to creating authentic, vibrant and resilient places that are valued by the local community and those that visit. It involves collaboration between stakeholders to articulate a vision for a place and to plan and deliver that vision. While it incorporates traditional place development processes of master planning and urban design, place making is also focussed on social and economic development, community engagement, arts, culture and sustainability.

Place management involves influencing and coordinating a local authority's service units and working with local stakeholders to deliver desired place outcomes, typically in activity centres or public areas. There is usually a focus on initiatives that activate a place through events, innovative use of spaces, marketing and business engagement, as well as on character, design and presentation and movement to and within a place

Creating dynamic places that are prosperous, resilient, liveable, sustainable, connected, diverse and safe is fundamental to the Town's Strategic Community Plan and directly aligned with the LPS's focus on activity centres as critical drivers of the Town's future transformation.

The formulation of a public realm strategy for the Town and place making strategies and place plans for individual centres will be required to provide direction on their activation.

4.10 Transport

A sustainable and efficient transport system is needed to underpin and support the projected population and economic growth within the Town and the inner sub-region. This needs to recognise the Town's dual role as an important destination for employment, education and entertainment, and therefore a traffic destination in its own right, as well as a through route for transport from the south-east corridor into the Perth CBD. The Town recognises the need to build an effective urban transport system rather than suburban commuter system, focussed on moving people within the inner city sub-region, providing connections between different suburbs and centres rather than just focussing on moving large numbers of people from outer suburbs into the CBD.

The Town's IMNS takes a "public transport focus" approach. This includes land use and transport integration, improvements to stop infrastructure, introduction of light rail and additional bus services. Detailed strategies and actions have been developed as part of the IMNS.

While the Town is well served with a public transport system providing good connections into the Perth CBD by train and bus, the cross-town movement and connections with other centres are not as well developed. The Perth-Armadale railway and a number of major roads dissect the Town and create barriers for the community as well as between major destinations, making pedestrian movement and wayfinding difficult.

In addition to the function of movement, streets also have a function of place. Streets are a destination and place to linger, a meeting point for people and a place of economic activity. Increased emphasis on activation of shopfronts and the public realm, such as through alfresco dining, the development of 'parklets' and other forms of public seating as well as public art and wall murals encourage people to linger within the street as a place. The transport system needs to take account of this duality of functions and needs to ensure that the two functions work together in a coordinated way rather than create conflict points.

4.10.1 Roads

The Town's road network has limited opportunity for expansion and as a result any improvements need to focus on management to balance the needs of local and regional traffic as well as the needs of different users. The IMNS outlines a range of strategies and actions relating to roads.

A number of freight corridors run through the Town and need to be retained for this purpose. The primary freight routes are:

- Orrong Road/ Graham Farmer Freeway
- Shepperton Road

- Canning Highway/Great Eastern Highway
- Welshpool Road

Each of these roads has a different characteristic and needs to be treated according to its merits.

Orrong Road is currently constructed to 4-lane divided standard with a 70km/h posted speed limit. It has limited public transport. The State government has examined various plans to increase capacity of Orrong Road and it is expected that additional lanes will be added at some point in the future. The road is a significant divider between the Town of Victoria Park and City of Belmont with limited pedestrian crossing points. Increases to residential densities along Orrong Road are not contemplated as this is not an environment well-suited to more intensive residential development. Access issues of existing driveways off Orrong Road should be resolved by Main Roads directly by purchasing land for alternative access if Main Roads wish to remove current crossovers.

Shepperton Road is constructed to a 4-lane road and has bus lanes in the northern most section. The posted speed limit is 60km/h and accommodates a high frequency bus route into the Perth CBD. Both sides of the road are located within the Residential Character Study Area. However, there may be scope to increase residential densities to achieve strategic goals, such as facilitate a light rail route along Shepperton Road between the Causeway and Kent Street. This should be examined further in the context of light rail route planning.

Canning Highway/ Great Eastern Highway has varying number of lanes through the Town and a posted speed limit of 60km/h. The road is also a major public transport route, connecting buses with the Victoria Park Transfer Station at the Causeway and into the Perth CBD. A number of high density residential developments have been constructed recently on the northern side of Canning Highway, fronting McCallum Park. Some older high density developments are located on the southern side of Canning Highway with little capacity for further density increases. On Great Eastern Highway little high density development has occurred which is a reflection of the more difficult access to public transport in this location. The northern side of the road is part of the Burswood Station East redevelopment, which is currently undergoing a structure planning process. The southern side is located in Lathlain, which has poor accessibility to public transport, with the exception of the area near the footbridge connecting Lathlain to Burswood Train Station. The Red Castle development is one example of how this area could develop to make the most of its public transport accessibility.

Welshpool Road runs through the Town for only a very short portion. It is constructed as a 4-lane road with a posted speed limit of 60km/h. The road forms the boundary between the Town of Victoria Park and the City of Canning. The northern side of the road falls within the Oats Street Activity Centre and is subject to a structure planning process. This will determine appropriate uses.

While it is important to ensure the major freight routes are protected to enable them to serve the existing industrial areas efficiently, it is also necessary to keep in mind possible future changes to how freight is transported. The use of roads by private vehicles is likely to change over time with the development of autonomous vehicles. It is likely that these vehicles will take up less road space than the currently operating cars, as they eliminate human error, and therefore can travel in close distance to each other. While this technology has yet to be refined to be able to be mass produced, it is something to keep in mind for the future of the Town's roads.

The use of drones to deliver smaller goods is already considered a likely possibility in the short term. This would free up roads from delivery vehicles, but would require other infrastructure such as drone landing places on apartment buildings and similar. While this technology still seems futuristic and not sufficiently advanced to be implemented immediately, planning instruments need to be reviewed and if necessary updated should this potential technological advancements become reality.



Figure 39 – IMNS Roads Recommendations

4.10.2 Heavy Rail

The Town is home to four commuter train stations along the Perth-Armadale/Thornlie line. Stations are located at Burswood, Victoria Park, Carlisle and Oats Street. A fifth station, at Perth Stadium, has replaced the former Belmont Park event station and is a major component of the transport strategy to provide access for Stadium patrons.

The State government is working on implementing its Metronet initiation, which includes a substantial extension of the existing urban passenger rail network. A major component of the first stage of Metronet is a new rail line from Bayswater to Perth Airport and beyond to Forrestfield. The proposed extensions impacting on the Town are an extension of the Armadale line to Byford and extension of the Thornlie line to Cockburn Central. Grade separation of three existing road crossings on the Armadale line are also proposed in Stage 1, including Oats Street. It is not clear at this stage whether the proposed rail extensions in the outer suburbs will come at the cost of improvements to inner-city railway infrastructure.

An upgrade of Burswood Station is essential to support the proposed developments at Burswood Station East and West. The station is currently run down and a security risk for patrons. The station is proposed to serve a

major transit oriented development that is access constrained for vehicles and will include a strict parking cap for development. Burswood Station will serve as the main public transport access for Burswood Station East residents and employees. A bus service along Great Eastern Highway will provide secondary public transport access.

The State Government has indicated on occasions in recent times that the future of Carlisle Station requires review due to its low boarding numbers and the need to improve running efficiencies on the Armadale/Thornlie line. For the Town's transport and land use planning objectives, it is of critical importance that Carlisle Station remains open. The projected population growth for the Town will need to be underpinned by a well-functioning public transport system to minimise any growth in vehicle numbers and road congestion. In addition, Carlisle Station is located in prime position to service the Town Centre along Mint Street. This link should be strengthened to encourage pedestrian movement between Carlisle Station and the Town Centre/ Albany Highway main street. There is scope to increase residential densities within the walkable catchment of Carlisle Station. This needs to be examined in more detail.

The future location of Oats Street station has long been discussed with the State Government. As indicated in earlier sections, land around the station has a significant opportunity to be activated as a transit oriented, mixed use centre. The catchment currently includes a significant portion of industrial development, with scope to be moved either south should the decision be made to close Welshpool Station or north should Carlisle Station be closed, to accommodate some of its catchment.

While the Armadale railway line provides excellent access to the City for Town residents and for workers and visitors to parts of the Town, it acts as a significant barrier that divides the Town community. The Town has discussed at various times with the State Government the potential to grade-separate the Oats Street and Archer Street rail crossings. It is the Town's preference that the rail line be sunk to better connect the Town and capitalise on opportunities for improved access to facilities and services on either side of the line and minimise impacts on nearby residential properties. At the same time, land above the rail line could be made available for public open space or for development in close proximity to stations. This is considered to be a long term prospect as the Government is currently not in favour of allowing any development within the rail reserve.

In the meantime, the grade separation of Oats Street and the railway has been identified as a Stage 1 Metronet project. Preliminary concept plans produced by Metronet indicate construction of a new station platform on the southern side of Oats Street (the existing platform currently sits just to the north of Oats Street) and sinking of the railway line to allow Oats Street to pass over the railway line. The ultimate station location and railway/road crossing grade-separation arrangements need to be determined before any substantial planning for the Activity Centre can occur.

The Perth Stadium Station has been planned with the ability to be converted to a full commuter station at some point in the future, even though for the time being it will be an events only station catering to the New Perth Stadium. It is important for the station to operate as a full commuter station as development occurs at Belmont Park Racecourse to ensure that new residents have a train station available to them.

4.10.3 Light Rail

The possibility of introducing a light rail network to Perth has been the subject of numerous studies and concept plans over many years, but has not come to fruition yet largely due to the significant capital cost of the required infrastructure. Due to the budget constraints of State and Federal governments the development of a light rail route funded by the public sector may not occur for some and innovative funding solutions are required.

Curtin University has a strong interest in a light rail service between Curtin and UWA, via Victoria Park, (also referred to as the Knowledge Arc). Curtin has developed an "Entrepreneur Rail Model" whereby the light rail infrastructure is funded by developers through uplift in development potential around the proposed stations. Ideally this model is led by the private sector who decide the appropriate station locations and route to maximise development and therefore value uplift. A notional route was identified by the Town and Curtin that runs from the University along Kent Street and then into the City via either Albany Highway or Shepperton Road.

Curtin's Sustainability Policy Institute has also recently commenced investigations into the potential for trackless trams to service the Knowledge Arc route, with initial findings indicating significant cost savings to build compared to traditional light rail and scope to carry a larger number of passengers due to the modular format of carriages.

A possible spur line should also be considered from the Causeway via Burswood Road onto the Burswood Peninsula to provide another option for linking the Peninsula to the City and to connect the Peninsula to the Albany Highway Activity Centre.

4.10.4 Buses

The Town is generally served well with buses, especially in a north-south direction, connecting the Town to the Perth CBD. The introduction of the 900 series high frequency bus services has added four high frequency bus routes through the Town connecting the City and Thornlie via Shepperton Road, and the City and Curtin University via Albany Highway as well as a service along Canning Highway to Fremantle and another along Great Eastern Highway via Belmont Forum to the Airport.

Despite the good bus connections within the Town there is a lack of east-west connections and local bus services connecting activity centres with each other. This is important to enable short vehicle trips to be transferred to public transport as well as improving accessibility for people who do not have access to their own vehicle or are not licensed to drive, such as young people or the elderly.

Connectivity between the Burswood Peninsula and other parts of the Town is poor and there are currently no bus routes serving the Peninsula other than those provided immediately before and after events at Perth Stadium. With increased development occurring in this location, bus services are essential to improve connectivity.

Future trends point towards the increased use of autonomous vehicles, which could include a driverless local bus service. This technology is currently being tested within the City of South Perth with a driverless electric bus. A local bus system based on this technology could be developed in the future, connecting the Burswood Peninsula with Albany Highway and providing local connections between the Town's activity centres and centres within neighbouring local governments.



Figure 40 – IMNS Public Transport Related Recommendations

4.10.5 Ferries

Ferries have not played a major public transport role in the past within the Perth Metropolitan area and there is currently only one ferry service operating between Elizabeth Quay and Mends Street in South Perth. Ferries could be a low-speed alternative to bus and rail public transport and provide efficient connections between riverside destinations, however this form of transport is currently constrained by a lack of financial viability.

A potential expanded ferry service may become more viable as the population in the inner suburbs increases. Possible future ferry terminals within the Town could include McCallum Park, Crown Casino/ Perth Stadium and Belmont Park Racecourse.

4.10.6 Walking and Cycling

The Town’s IMNS bases its strategies and actions for walking and cycling on a “maximise priority” approach. This includes giving pedestrians and cyclists greater priority, especially in and around activity centres. Detailed strategies and actions are included in the IMNS.

The Town is currently preparing a bike plan jointly with the City of South Perth to identify and improve cycling routes within the two local governments. The plan will include a long term strategic plan together with a 5-year implementation programme.

Walking is becoming increasingly important as the city expands and more people choose to live within walking distance of activity centres and major transport hubs. It also needs to be acknowledged that everyone, no matter what mode of transport they choose, is a pedestrian at some stage during their trip, even if it is only be walking from a car parking bay to their final destination.

Pedestrian infrastructure, including safe and well-designed footpaths, appropriate signalling at intersections, drink fountains, weather protection and places to sit and rest, end of trip facilities, bicycle parking and public realm improvements, including hard and soft landscaping, help to create an attractive and safe pedestrian environment. This includes designing footpaths to be accessible by a range of mobility devices such as prams, wheelchairs, bicycles etc. While some major pedestrian routes are well known through observation and anecdotal evidence, further work is required to identify the main pedestrian routes within the Town and the facilities that are appropriate for each. This includes routes to bus stops, train stations and activity centres and open spaces.

Albany Highway is an obvious and well-used route. However, even it requires further activation within the quieter spaces between activity nodes. These sections have little weather protection or pedestrian appeal. The application of CPTED principles in new development and refurbishments assists pedestrians to feel safe as well as creating active street frontages with shops or cafes facing the streets rather than blacked out windows and passive frontages.

In areas where there is little scope to activate street frontages with shops and cafes, residential uses may be appropriate at ground level as this provides the impression of passive surveillance provided residential dwellings are not setback significantly from the street.

Wayfinding and pedestrian connectivity between the Burswood Peninsula and Albany Highway is currently poor. Great Eastern Highway functions as a significant divider and route-finding is difficult. In the long term, elevated pedestrian linkages should be considered to connect the Peninsula with the Albany Highway precinct. In the short term, improvements are needed to signage to clearly indicate the location of pedestrian paths and the distance to major attractors.

The pedestrian connections between Curtin-Bentley activity centre and the East Victoria Park residential area also need to be improved. The current Technology Precinct is very inward focused and does not encourage pedestrian movements between residential areas and Curtin University. Any local structure planning to be undertaken for this area should consider how pedestrian and cyclist movements between the University and nearby residential areas can be improved.

Improvements to pedestrian crossings at major roads such as Shepperton Road, Great Eastern Highway, Canning Highway and Orrong Road, as well as across the rail line, would reduce severance of the community and improve connectivity at a local level. Any improvements to these roads needs to consider pedestrian movements and include the appropriate pedestrian infrastructure.



Figure 41 – IMNS Walking and Cycling Recommendations

4.10.7 Parking

The Town has prepared a Parking Management Plan that deals with seven identified parking hotspots and introduces a range of parking management measures specifically tailored to the parking issues and needs within each hotspot area, including timing restrictions, charges and technologies to aid enforcement. The issue of parking is also covered at a higher level within the IMNS where it is acknowledged that Council should take a more active approach in managing on and off-street parking supply and monitoring and adjusting future supply in conjunction with encouraging the use of alternative modes of transport.

Parking management is considered to be a traffic management tool as the availability and pricing of parking impacts on motorists' behaviour, including promoting the use of alternative modes of transport. Parking is influenced by two separate but related matters, being parking availability on private property, such as residents, employees and visitors to a particular property, and publicly accessible on and off-street parking spaces. While Council has full control over management and supply of the latter, the former is controlled through planning provisions but management is generally the responsibility of property owners.

In principle a shift from private provision of parking to publicly available parking provides for more efficient use of existing parking spaces as bays are not reserved for specific users, such as employees or visitors to a particular

building. Council's intent is therefore to gradually reduce parking requirements on private properties and increase publicly available parking spaces. These bays can be monitored and supply managed by Council.

A cap on the maximum number of parking bays may also be applied in particular areas where the road system cannot cope with increased traffic as part of new development. This would include both private and public bays. Areas where parking caps are currently being applied include Burswood Station East and the Curtin-Bentley Activity Centre. Other areas may be subject to parking caps in the future, for example the Albany Highway Activity Centre, in particular if light rail is introduced. There are also restrictions on the supply of parking within the Belmont Park Structure Plan area, however, actual maximum numbers have not been set.

Local scheme and policy provisions prescribe minimum car parking requirements for non-residential land uses, while the R-Codes prescribe parking requirements for residential development. Current requirements are generally not location-specific and do not consider the opportunities to promote alternative modes of transport, particularly for the movement of the workforce during peak periods.

The IMNS includes recommendations to review the existing planning requirements for parking provision, the adoption of reduced parking standards that reflect public transport access and availability of public parking supply within a reasonable walking distance of the site, as well as the provision of end-of-trip facilities.

The future need for car parking spaces may change as the trend to reduced car ownership continues and alternatives to owning a car become more common, such as autonomous cars, ride sharing services and car share schemes, which are already more prevalent in the eastern Australia than they are in the west. The local planning scheme should therefore consider including a requirement to construct decked or multi-storey car parks with sufficient floor-to-ceiling heights that can be converted to other uses in the future should the need for on-site car parking be reduced over time.

Travel plans prepared by businesses can also have a positive effect on reduced car travel. There are some administrative obstacles to Council requiring businesses to prepare travel plans due to the difficulty in assessing and enforcing them. As a result, this is currently a voluntary contribution by businesses to assist their employees with planning their trips to and from their workplace. Discussions with the State Government has indicated the possibility that further guidance for local governments might be made available and at such time that it is, the introduction of mandatory travel plans for larger businesses will need to be revisited.

4.10.8 Perth Airport Protected Airspace

The Airports (Protection of Airspace) Regulations 1996 prescribe airspace around airports for protection from activities that could pose a hazard to air navigation. These are referred to as controlled activities and include, but are not limited to:

- Construction or erection of any building or other structure that may intrude into prescribed airspace, including construction cranes.
- An activity that results in artificial or reflected light that exceeds acceptable light intensities or is capable of blinding or confusing pilots.
- An activity that results in air turbulence.
- An activity that results in the emissions of smoke, dust or other particulate matter.

Protected airspace comprises the airspace above the lower of three sets of defined invisible surfaces above the ground – known as the:

- Obstacle Limitation Surfaces (OLS).
- Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS) surfaces.
- Communication, Navigation, and Surveillance (CNS) facility protection surfaces.

OLS defines the airspace that should ideally be kept free of obstacles. These surfaces only relate to visual operations or the visual stages of an instrument flight. The purpose of the OLS is not to restrict or prohibit all obstacles, but to ensure that existing or potential obstacles are examined for their impact on aircraft operations and that their presence is properly taken into account. PANS-OPS surfaces define the airspace related to aircraft

operations that are reliant on instrument navigation and are not to be permanently infringed in any circumstance. CNS protection surfaces are generally limited to the airport estate and protection of ground based air navigation infrastructure.

Details of Perth Airport’s OLS and PANS-OPS airspace protection surfaces are available from Perth Airport. Development of parts of the Burswood Peninsula are subject to controls relating to these surfaces. Persons wishing to undertake a controlled activity are required to apply to Perth Airport, which prefers to assess each case individually as there may be unique factors that apply.



Figure 42 - Extract from Burswood Peninsula District Structure Plan – Height limits in protected airspace.

4.11 Infrastructure Services

Ensuring that existing and/or planned infrastructure services can accommodate anticipated growth and the changing expectations for technology in a sustainable manner will be a critical function for the Town. It will be a particularly important consideration in planning for the more intensive residential and commercial development activity that is envisaged.

Early consultation with the service providers can help to determine the capacity of essential services and upgrading requirements for any new major development projects and developments areas within the Town.

4.11.1 Sewerage

The provision of sewage reticulation and treatment services within the Town is the responsibility of the Water Corporation.

Most parts of the Town are connected to the Water Corporation's sewerage system, with land in the Carlisle Industrial Precinct and an area adjacent to Goodwood Parade in Burswood being the major exceptions. Future subdivision of unsewered land will require connection to a sewer. Absence of a sewer connection will likely constrain the type of uses and intensity of development that may be permitted.

As development increases over time, existing wastewater infrastructure may become insufficient to meet the future needs of the area. The Water Corporation is willing to be involved in the planning process to determine any required infrastructure upgrades to the headworks system.

4.11.2 Stormwater

The Town's drainage system was constructed to accommodate stormwater collected from roads, footpaths and other hard surfaces. It was primarily designed to minimise the threat of flooding, pre-dating relatively recent developments in the holistic management of stormwater, including management of water quality and impacts on the receiving environment.

Stormwater from about 80% of the Town area drains via pipes into sumps or compensating basins. Sumps are owned and managed by the Town, whereas compensating basins and pumping stations are operated by the Water Corporation.

The large sump network in the Town (some 90 sumps) is a cost and maintenance burden whilst occupying land that could be productively shared with other uses. The Town has started a program of considering sumps on a case-by-case basis with the intention to repurpose them without adversely impacting their stormwater treatment function. Investigations should continue into repurposing sumps where appropriate so that land that could be productively shared with other uses and ease the cost and maintenance burden.

In particular, the Town's Land Asset Optimisation Strategy (2015) identifies that some sumps within the Town may have potential for development into POS. All of the sites are small, are not adjoining existing open space areas and would only provide opportunities to develop small local open space areas. The Strategy notes that prior to any sump being decommissioned, subdivided or reduced in size it will need to be confirmed that the identified site is not required for expanded drainage capacity and is surplus to requirements and additional local open space is not required in the locality.

The information in the following table has been extracted from the *Land Asset Optimisation Strategy* and the location of the individual drainage sump sites are shown on Figure 41. The POS Strategy needs to review the value in potentially converting some of these sites into local open space.

Existing Drainage Sumps with Potential for use as Open Space

Reference	Address	Suburb	Area	Identified requirement for open space in immediate precinct	Possible requirement for open space in immediate precinct
A	2 Cookham Road	Lathlain	1013m ²		X
B	60 Egham Road	Lathlain	1012m ²		X
C	91 Planet Street	Carlisle	1052 m ²		X
D	76 Planet Street	Carlisle	1052 m ²		X
E	39 Esperance Street	East Vic Park	637 m ²		X
F	19 Ashburton Street	East Vic Park	544 m ²		X
G	10 Axon Street	Victoria Park	1012m ²	X	
H	6 Sunbury Street	Victoria Park	1013m ²	X	
I	19 State Street	Victoria Park	1013m ²	X	
J	59 Manchester Street	Victoria Park	1013m ²	X	
K	42 McMillan Street	Victoria Park	1013m ²	X	
L	3 Merton Street	Victoria Park	900 m ²	X	
M	146 Sussex Street	Victoria Park	947 m ²	X	
N	21 Swansea Street	Victoria Park	506 m ²	X	

Source: Land Asset Optimisation Strategy



Figure 43: Drainage Sump Locations

Management of water quality and adoption of improved stormwater drainage and management systems are increasingly becoming more important and the Town needs to address and act upon these changes. As noted in section 4.3, appropriate planning controls should be in place to ensure that new developments operate in accordance with water sensitive urban design principles, do not have any adverse effects on the Town's stormwater drainage network and where necessary undertake site-by-site assessment and suitable construction methods to manage potential problems.

4.11.3 Water

As with sewerage (including waste water) and stormwater main drains, the provision of water supply within the Town is the responsibility of the Water Corporation. As water becomes an increasingly precious commodity, a closer relationship between water supply and wastewater and stormwater systems is warranted.

A key concern is whether the supply of water can meet future demand. Constraints may not necessarily apply to physical infrastructure but rather efficient water use as WA continues to experience the effects of a drying climate. The Water Corporation has a long-term plan to deliver water services by becoming more climate resilient based on reduced water use, increased water recycling and developing new water sources.

Recognition of the inter-relationships of water supply, stormwater and wastewater systems should underpin any future water management strategy. The opportunity exists to encourage the re-use of greywater and other water use-efficiencies in major redevelopments and in the Town's own operations and support developers in any approach they make to the Water Corporation and other relevant State Government agencies in this regard.

4.11.4 Power and Lighting

Western Power is responsible for the poles, cables and wires that constitute the network that transports electricity from power generators to customers. It is also responsible for maintaining and upgrading this network.

Western Power has developed a Network Capacity Mapping Tool, which although not complete and is general in nature, provides access to some of their network planning information including a 20-year outlook for the annual forecast remaining capacity from Zone Substations.

Current power capacity for the Town is very good to average, while extended forecasts estimate that Carlisle and Victoria Park (West) may drop to average, due to increased commercial development.

The State Government is in the process of converting older residential areas to underground power through the State Underground Power Program (SUPP). Funding is comprised of 25% from the State Government, 25% from Western Power, and 50% from participating local governments. The undergrounding of power has a number of benefits – increased safety; avoidance of storm damage and resultant power cuts; improved street lighting as a result of new lighting being installed to current Australian Standards; and urban design improvement as a result of the reduction of visual clutter and tree pruning. As a result, there has been strong community support for this initiative. The Town should continue to lobby the State Government to co-fund the undergrounding of power in its remaining suburbs.

4.11.5 Telecommunications

State Planning Policy 5.2 - Telecommunications Infrastructure Policy aims to balance the need for effective telecommunications services and roll-out of networks, with the community interest in protecting the visual character of local areas. This policy provides clear guidance on the siting, location and design of telecommunications infrastructure. Installation of National Broadband Network (NBN) infrastructure under this scheme has been undertaken throughout the Town in recent years and is now complete.

4.11.6 Gas

The majority of the Town is served with reticulated gas mains provided by ATCO Gas Australia. The Burswood Peninsula is least served due its reduced development density.

High pressure gas mains run through the Town and may restrict development opportunity within their vicinity or at least require appropriate management measures to mitigate negatively impacting on the safe operation of the gas supply network.

5.0 Summary Analysis

A summary of the planning considerations that emerge from the examination of the Town's characteristics and its context within the State, regional and local planning framework is set out in the following table. Considerations are arranged by theme and inform the strategies and actions identified in Part 1.

Theme			
Population and Housing			
No.	Planning Consideration	Planning Framework References	LPS (Part 1) Strategy No.
1.1	Ensure land is available to accommodate population growth, with infill and high density housing optimised where appropriate.	<ul style="list-style-type: none"> • State Planning Strategy • SPP1 – State Planning Framework • SPP 3 – Urban Growth and Settlement • Directions 2031 and Beyond • Perth and Peel @ 3.5million (draft) • Central Sub-Regional Planning Framework (draft) • Capital City Planning Framework 	1
1.2	Accommodate the different housing needs of a diverse community.	<ul style="list-style-type: none"> • State Planning Strategy • SPP1 – State Planning Framework • SPP 3.1 – Residential Design Codes • Directions 2031 and Beyond • Perth and Peel @ 3.5million (draft) • Central Sub-Regional Planning Framework • Capital City Planning Framework • Local Profile Section 4.4.9 - Areas Requiring Further Investigation 	2
1.3	Consider the use of Scheme provisions that allow Council to negotiate development incentives where appropriate with developers proposing affordable housing.	<ul style="list-style-type: none"> • Housing Affordability Discussion Paper • Local Profile Section 4.4.5 - Housing Affordability 	2
1.4	Encourage residential density in areas that are well-served by employment, services and public transport, such as near the Perth CBD, in and around activity centres, higher education and areas of high amenity near the river	<ul style="list-style-type: none"> • SPP 3 – Urban Growth and Settlement • Directions 2031 and Beyond • Perth and Peel @ 3.5million (draft) • Central Sub-Regional Planning Framework (draft) • Capital City Planning Framework • Local Profile Section 4.5.3 - Activity Centres 	1
1.5	Accommodate construction of 19,400 additional dwellings in the Town by 2050 (based on 2016 number of existing dwellings, means a total of 36,303 dwellings).	<ul style="list-style-type: none"> • Directions 2031 and Beyond • Perth and Peel @ 3.5million (draft) • Central Sub-Regional Planning Framework (draft) 	1
1.6	Long-term housing supply opportunities for the Town exist predominantly in or near Activity centre locations (Albany Highway, Curtin-Bentley and the Causeway, Burswood, Oats Street, Berwick and Carlisle precincts).	<ul style="list-style-type: none"> • Town of Victoria Park – Analysis of Housing Consumption and Opportunities • Local Profile Section 4.4.9 - Areas Requiring Further Investigation 	1
1.7	Identify character areas that require protection through lower density residential coding.	<ul style="list-style-type: none"> • Residential Character Study Review 	6
1.8	The Town is able to accommodate additional dwellings within areas where limited impact on existing lower density residential neighbourhoods should result. Generally, additional development is expected to be concentrated in the following locations: <ul style="list-style-type: none"> • Burswood Peninsula • Causeway Precinct • Albany Highway • Oats Street Station Activity Centre • Carlisle and Victoria Park railway station precincts • Curtin University-Bentley 	<ul style="list-style-type: none"> • Local Profile Section 4.4.4 – Future Dwelling Growth • Local Profile Section 4.4.9 - Areas Requiring Further Investigation 	1

1.9	Review Local Planning Policy 20: Design Guidelines for Developments with Buildings Above 3 Storeys, which contains sustainability requirements for high density residential, commercial or mixed-use developments, to ensure it remains up-to-date and relevant.	<ul style="list-style-type: none"> Local Profile Section 4.4.6 – Sustainable Housing and Alternative Housing Options 	2
1.10	Alternative housing options, such as share houses and student housing should be considered and barriers to their development removed from the local planning scheme.	<ul style="list-style-type: none"> Local Profile Section 4.4.6 – Sustainable Housing and Alternative Housing Options 	2
1.11	The trend towards dispersed small-scale accessible housing within residential areas for independent living for persons with disabilities or special needs should be encouraged in the local planning scheme, subject to location criteria, such as being: <ul style="list-style-type: none"> Within or close to activity centres In close proximity to public transport In close proximity to major services such as shops, medical centres and similar. 	<ul style="list-style-type: none"> Local Profile Section 4.4.7 – Accessible Housing 	1
1.12	Consider application of the R-AC Code for the core of activation areas and R40/R60 for land in close proximity, particularly along linking corridors in the new local planning scheme. Alternatively, form-based codes could be applied to provide more intense urban form where there is greater sensitivity to development of individual sites.	<ul style="list-style-type: none"> Activity Centres Strategy (draft) Local Profile Section 4.4.9 Areas Requiring Further Investigation Local Profile Section 4.5.3 - Activity Centres 	1
1.13	Provide for higher density residential development adjacent to GO Edwards Park and office development elsewhere in the Causeway Precinct.	<ul style="list-style-type: none"> Activity Centres Strategy (draft) Local Profile Section 4.5.3 - Activity Centres 	1
1.14	Support redevelopment for higher density residential and office and showroom uses in preference to retail uses in the Berwick Street Precinct.	<ul style="list-style-type: none"> Activity Centres Strategy (draft) Local Profile Section 4.5.3 - Activity Centres 	1
1.15	Strengthen links between the Carlisle/Archer Street Precinct and Secondary Centre and review residential density upcoding potential of land within 200 metres of Archer Street (between Mars Street and Albany Highway) to underpin retention of Carlisle station in the passenger rail network.	<ul style="list-style-type: none"> Activity Centres Strategy (draft) Local Profile Section 4.4.9 Areas Requiring Further Investigation Local Profile Section 4.5.3 - Activity Centres Local Profile Section 4.10.2 – Heavy Rail 	1
1.16	Review density codings or appropriate form-based codes to consolidate the Victoria Park Station Precinct and its linkage to the Secondary Centre as a transit oriented development.	<ul style="list-style-type: none"> Activity Centres Strategy (draft) Local Profile Section 4.4.9 Areas Requiring Further Investigation Local Profile Section 4.5.3 - Activity Centres 	1

Theme Economy, Employment and Activity Centres			
No.	Planning Consideration	Planning Framework References	LPS (Part 1) Strategy No.
2.1	Ensure land is available to accommodate the needs of enterprise.	<ul style="list-style-type: none"> State Planning Strategy SPP1 – State Planning Framework SPP 4.2 – Activity Centres for Perth and Peel Capital City Planning Framework Strategic Community Plan 2017 – 2032 Local Profile Section 4.5.1 - Economy 	3,4
2.2	Attract global capital and provide for a diverse, resilient economy.	<ul style="list-style-type: none"> State Planning Strategy Capital City Planning Framework Local Profile Section 4.5.1 - Economy 	5
2.3	Ensure activity centres and industrial areas are well-planned.	<ul style="list-style-type: none"> State Planning Strategy SPP 4.2 – Activity Centres for Perth and Peel Capital City Planning Framework Local Profile Section 4.5.1 - Economy 	4
2.4	Be a leading educational, technology, knowledge and research centre.	<ul style="list-style-type: none"> State Planning Strategy Capital City Planning Framework Local Profile Section 4.5.1 - Economy 	5
2.5	Provide the community with convenient access to jobs, activity centres, social and recreation opportunities and communication technology	<ul style="list-style-type: none"> State Planning Strategy SPP 4.2 – Activity Centres for Perth and Peel Strategic Community Plan 2017 – 2032 	3,4

2.6	Recognise land uses on Burswood Peninsula as worthy of definition as a specialised centre in the Activity Centres network.	<ul style="list-style-type: none"> • Activity Centres Strategy (draft) • Capital City Planning Framework 	4
2.7	Concentrate commercial, health, education, entertainment and cultural developments in and around activity centres and corridors with good access to public transport.	<ul style="list-style-type: none"> • SPP 3 – Urban Growth and Settlement • SPP 4.2 – Activity Centres for Perth and Peel • DCP 1.6 - Planning to Support Transit Use and Transit-Oriented Development • Directions 2031 and Beyond • Perth and Peel @ 3.5million (draft) • Central Sub-Regional Planning Framework (draft) 	3,4
2.8	The zoning of Industrial zoned land in Welshpool and its interface with Residential zoned land in East Victoria Park and Carlisle needs to be considered in the context of opportunities to facilitate the creation of an origin and destination transit oriented development at the Oats Street station.	<ul style="list-style-type: none"> • SPP 4.1 – State Industrial Buffer (draft) • Capital City Planning Framework • Activity Centres Strategy (draft) • Metropolitan Region Scheme 	4
2.9	Two variations to the SPP 4.2 Activity Centres for Perth and Peel centres hierarchy for the Town are warranted: <ul style="list-style-type: none"> - The entire length of Albany Highway within the Town should be designated as a single Secondary Centre. - The Burswood Peninsula should be identified as a Specialised Activity Centre. 	<ul style="list-style-type: none"> • Capital City Planning Framework • Activity Centres Strategy (draft) • Local Profile Section 4.5.3 – Activity Centres 	4
2.10	Provide for development of multi-functional corridors along key transport routes that support efficient movement and high amenity and recommends that they be a focus for investigation of increased densities and a mix of land uses. The following roads within the Town have potential to form such corridors: <ul style="list-style-type: none"> - Canning Highway. - Albany Highway. - Causeway precinct. - Geddes Street. - Shepperton Road. - Orrong Road between Archer and Oats Streets. - Archer Street. - Oats Street/Hillview Terrace. - Berwick Street – Geddes to Kent Street. - Berwick Street – Hillview Terrace to Boundary Road. - Kent Street – Berwick Street to Jarrah Road, and - Carlisle train station. 	<ul style="list-style-type: none"> • Central Sub-Regional Planning Framework (draft) • Activity Centres Strategy (draft) • Capital City Planning Framework • Local Profile Section 4.4.9 Areas Requiring Further Investigation • Local Profile Section 4.5.3 - Activity Centres 	3
2.11	Continued development of Bentley-Curtin as a specialised centre for knowledge is a high priority. The centre should evolve to become more urban with high-quality access.	<ul style="list-style-type: none"> • Capital City Planning Framework • Local Profile Section 4.4.9 Areas Requiring Further Investigation 	5
2.12	Designate the Albany Highway Secondary Centre as a 'Regional Centre' under the new local planning scheme.	<ul style="list-style-type: none"> • Activity Centres Strategy (draft) • Local Profile Section 4.5.3 – Activity Centres 	4
2.13	Create points of difference between the two main retail nodes that comprise critical components of the Albany Highway Secondary Centre to: <ul style="list-style-type: none"> - Consolidate retail activity to the two main centres. - Diversify the retail offer. - Establish a unifying approach to landscaping, entry statements and small parks for each of the Centre's six sub-precincts. - Relax parking standards for non-residential uses. - Maximise density development opportunities within the walkable catchment of the Centre. 	<ul style="list-style-type: none"> • Activity Centres Strategy (draft) • Local Profile Section 4.5.3 - Activity Centres 	7
2.14	Support additional retail floorspace in the Burswood and Curtin Specialised Centres but only for convenience shopping needs. Proposals for retail development over 5,000m2 should be subject to a retail sustainability assessment demonstrating no adverse impact on the Secondary Centre.	<ul style="list-style-type: none"> • Activity Centres Strategy (draft) • Local Profile Section 4.5.3 - Activity Centres 	3
2.15	Detailed investigation of the Oats Street Station Precinct, including master planning and activity centre planning, is required to determine future potential of this precinct.	<ul style="list-style-type: none"> • Local Profile Section 4.4.9 Areas Requiring Further Investigation 	3,4

	including infrastructure capacities and integration with surrounding land uses. This should include the entire activity centre, including the residential zoned components to ensure the full potential of the transit oriented development is realised.	<ul style="list-style-type: none"> Local Profile Section 4.5.3 - Activity Centres Local Profile Section 4.10.2 – Heavy Rail 	
2.16	Prepare and implement an Economic Development Strategy.	<ul style="list-style-type: none"> Local Profile Section 4.5.1 – Economy 	4,5
2.17	Support planning and development that leverages and stimulates economic development	<ul style="list-style-type: none"> Local Profile Section 4.5.1 – Economy 	5
2.18	Enhance a regional approach to economic development and strategic planning and enhance partnership collaboration activity with Federal, State and Local Government agencies.	<ul style="list-style-type: none"> Local Profile Section 4.5.1 – Economy 	5
2.19	Formulate a place making strategy for the Town and develop place plans for individual centres to provide direction on the approach needed to activate and manage great places.	<ul style="list-style-type: none"> Local Profile Section 4.9.4 – Place Making and Management Local Profile Section 4.5.1 	3

Theme Urban Design and Heritage			
No.	Planning Consideration	Planning Framework References	LPS (Part 1) Strategy No.
3.1	Create a sense of place and belonging by protecting and enhancing local character and amenity.	<ul style="list-style-type: none"> State Planning Strategy Capital City Planning Framework 	7
3.2	Take account of the Town's heritage assets and their contribution to Town character in the local planning framework.	<ul style="list-style-type: none"> Heritage of Western Australia Act SPP 3.5 – Historic Heritage Conservation Capital City Planning Framework 	6
3.3	Identify heritage places through a municipal inventory and designate heritage areas and establish heritage lists under the local planning scheme.	<ul style="list-style-type: none"> SPP 3.5 – Historic Heritage Conservation 	6
3.4	Encourage safe environments, community identity and high standards of urban design.	<ul style="list-style-type: none"> SPP1 – State Planning Framework Sustainable Community Plan 2017 -2032 Local Profile Section 4.9.4 - Urban Design 	7
3.5	Promote energy efficient development and urban design.	<ul style="list-style-type: none"> SPP 2 - Environment and Natural Resources Capital City Planning Framework 	7
3.6	Provide residential development of an appropriate design for the intended residential purpose, density, context of place and site and scheme objectives.	<ul style="list-style-type: none"> SPP 3.1 – Residential Design Codes 	7
3.7	Consider the use of form-based codes to address issues that are unique to inner-city urban environments that cannot be appropriately addressed by the R-Codes.	<ul style="list-style-type: none"> Local Profile Section 4.9.3 - Town Character 	1,7
3.8	Allocate residential densities across the Town and formulate policies in the context of applicable R-Codes requirements.	<ul style="list-style-type: none"> SPP 3.1 – Residential Design Codes 	1
3.9	Ensure good design is at the centre of all development proposals and cities, towns and neighbourhoods are created where people want to live, work and socialise.	<ul style="list-style-type: none"> Design WA Strategic Community Plan 2017 – 2032 Local Profile Section 4.9.4 - Urban Design 	7
3.10	Apply Liveable Neighbourhoods to large-scale structure plan, subdivision and development proposals.	<ul style="list-style-type: none"> Liveable Neighbourhoods 	1
3.11	Reconnect with indigenous heritage.	<ul style="list-style-type: none"> Capital City Planning Framework 	6
3.12	Local planning schemes need to be consistent with the MRS.	<ul style="list-style-type: none"> Metropolitan Region Scheme 	1
3.13	Develop block to block building envelope and design-based policy and guidelines for Albany Highway to replace existing building height, plot ratio and density limits.	<ul style="list-style-type: none"> Albany Highway Built Form Study 	1,7
3.14	Devise solutions to encourage retention of original character dwellings and character streetscapes, while still allowing infill development at the rear of properties.	<ul style="list-style-type: none"> Residential Character Study Review Local Profile Section 4.9.3 - Town Character 	6
3.15	Develop and implement a Laneway Activation Strategy.	<ul style="list-style-type: none"> Healthy Vic Park Plan 2017-2022 	7
3.16	Review Local Planning Policy – Streetscape to ensure balance of the needs of sustainable housing design with the need to complement the residential character of the locality where this is appropriate.	<ul style="list-style-type: none"> Local Profile Section 4.9.4 - Urban Design 	7

Theme Recreation and Open Space			
No.	Planning Consideration	Planning Framework References	LPS (Part 1) Strategy No.
4.1	Ensure land is available for public open space.	<ul style="list-style-type: none"> SPP1 – State Planning Framework 	8

		<ul style="list-style-type: none"> • Social Infrastructure Plan 	
4.2	Ensure that land use and development maintain and enhance the health, amenity and landscape values of the river foreshore, including its recreational and scenic values.	<ul style="list-style-type: none"> • SPP 2.10 – Swan-Canning River System • Capital City Planning Framework • Local Profile Section 4.7 - Public Open Space and Recreation 	9
4.3	Promote creation of an interlinked system of public open space.	<ul style="list-style-type: none"> • SPP 3 – Urban Growth and Settlement 	8
4.4	A public open space strategy is required and will need to consider: <ul style="list-style-type: none"> - The definition of public open space and development of an inventory, classification system and maintenance standards for existing sites. - A recreational needs analysis and assessment of notional POS supply deficiencies. - Where population growth is projected to occur. - Opportunity for usage and management. - Alternative ways of providing for the community's recreation needs. 	<ul style="list-style-type: none"> • Town Public Open Space Assessment 2015 • Social Infrastructure Plan • Local Profile Section 4.7 - Public Open Space and Recreation 	8
4.5	Provide appropriate, inviting and sustainable green spaces for everyone that are well-maintained and well-managed.	<ul style="list-style-type: none"> • Strategic Community Plan 2017 – 2032 • Social Infrastructure Plan 	8
4.6	Incorporate activated urban and open spaces in local structure plan or development plans.	<ul style="list-style-type: none"> • Healthy Vic Park Plan 2017-2022 	1
4.7	The use of roof top gardens and green walls should be encouraged where appropriate to compensate for the lack of backyard space.	<ul style="list-style-type: none"> • Healthy Vic Park Plan 2017-2022 • Local Profile Section 4.7 - Public Open Space and Recreation 	8
4.8	Explore potential partnership opportunities with Curtin University for increased community access to its recreation facilities.	<ul style="list-style-type: none"> • Local Profile Section 4.7 - Public Open Space and Recreation 	8
4.9	Access to the Swan River foreshore needs to be well designed, safe and legible for pedestrians and cyclists.	<ul style="list-style-type: none"> • Local Profile Section 4.7 - Public Open Space and Recreation 	9
4.10	Develop master plans for Town reserves identified in the Sport and Recreation Facilities Strategy.	<ul style="list-style-type: none"> • Local Profile Section 4.7 - Public Open Space and Recreation 	8
4.11	Incorporate sustainable design in the development of new and upgraded recreation facilities.	<ul style="list-style-type: none"> • Local Profile Section 4.7 - Public Open Space and Recreation 	8
4.12	Improve connectivity to recreation facilities through upgrades to the pedestrian and cycling network.	<ul style="list-style-type: none"> • Local Profile Section 4.7 - Public Open Space and Recreation 	14
4.13	Provide land and facilities for recreation and other community use on the Burswood Peninsula.	<ul style="list-style-type: none"> • Local Profile Section 4.7 - Public Open Space and Recreation 	8

Theme		Community Facilities	
No.	Planning Consideration	Planning Framework References	LPS (Part 1) Strategy No.
5.1	Ensure land is available to accommodate community needs.	<ul style="list-style-type: none"> • State Planning Strategy • SPP1 – State Planning Framework • Social Infrastructure Plan 	10
5.2	Ensure public facilities are well-planned.	<ul style="list-style-type: none"> • State Planning Strategy • Social Infrastructure Plan 	10
5.3	Accommodate the social needs of a diverse community.	<ul style="list-style-type: none"> • State Planning Strategy • Social Infrastructure Plan 	11
5.4	Ensure community infrastructure is planned and provided in an efficient, accessible and timely manner.	<ul style="list-style-type: none"> • SPP1 – State Planning Framework • Social Infrastructure Plan 	10
5.5	Concentrate commercial, health, education, entertainment and cultural developments in and around activity centres and corridors with good access to public transport.	<ul style="list-style-type: none"> • SPP 3 – Urban Growth and Settlement 	11
5.6	Provide for a healthy community.	<ul style="list-style-type: none"> • Strategic Community Plan 2017-2032 • Social Infrastructure Plan 	7,8, 9, 10, 11
5.7	Make provision for a multi-purpose community centre, including child health clinic and seniors facilities, in Burswood.	<ul style="list-style-type: none"> • Social Infrastructure Plan 	10
5.8	Work with the Department of Education and non-government school providers to address primary and secondary school needs in the Town, including provision of a new primary school in Burswood.	<ul style="list-style-type: none"> • Social Infrastructure Plan 	10

Theme	Tourism and Visitors
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No.	Planning Consideration	Planning Framework References	LPS (Part 1) Strategy No.
6.1	Ensure land is available to accommodate the needs of tourists.	<ul style="list-style-type: none"> SPP1 – State Planning Framework 	12
6.2	Capitalise on the tourism potential of the river and its foreshore by providing and maintaining facilities to encourage walking, running, cycling and informal play.	<ul style="list-style-type: none"> Local Profile Section 4.7 - Public Open Space and Recreation 	9
6.3	Make the Town a desirable place for tourism.	<ul style="list-style-type: none"> Strategic Community Plan 2017 – 2032 	12
6.4	Address the rise of small-scale tourist accommodation, such as that which can be booked through emerging technologies like Airbnb, and its impact on local residential communities by ensuring policy guidance sets appropriate standards and location criteria.	<ul style="list-style-type: none"> Local Profile Section 4.4.8 – Short Stay Accommodation Local Profile Section 4.6 – Tourism and Visitors 	12
6.5	Identify the nature and importance of tourism to the Town, including the type of facilities and attractions, their level of amenity and accommodation supply, gaps and opportunities.	<ul style="list-style-type: none"> Local Profile Section 4.6 – Tourism and Visitors 	12
6.6	Encourage tourism growth and development that reinforces the local tourism identity, including innovative tourist accommodation development and facilities to meet tourists' needs.	<ul style="list-style-type: none"> Local Profile Section 4.6 – Tourism and Visitors 	12
6.7	Identify service capacity and infrastructure projects that could potentially impact on tourism growth and visitors' experiences, including how tourists access accommodation and move between attractions.	<ul style="list-style-type: none"> Local Profile Section 4.6 – Tourism and Visitors 	12
6.8	Improve connections from Burswood Peninsula to the Albany Highway main street for tourists and visitors.	<ul style="list-style-type: none"> Local Profile Section 4.6 – Tourism and Visitors 	12

Theme		Environment	
No.	Planning Consideration	Planning Framework References	LPS (Part 1) Strategy No.
7.1	Ensure the efficient use of water, energy and other resources in the design, construction and maintenance of public and private development.	<ul style="list-style-type: none"> State Planning Strategy SPP 2– Environment and Natural Resources SPP 3 – Urban Growth and Settlement Perth and Peel @ 3.5million (draft) Central Sub-Regional Planning Framework (draft) Capital City Planning Framework Better Urban Water Management Local Profile Section 4.11.3 – Stormwater 	13
7.2	Incorporate measures to protect the environmental, recreation and cultural values of water resources.	<ul style="list-style-type: none"> SPP 2 – Environment and Natural Resources SPP 2.9 – Water Resources SPP 3 – Urban Growth and Settlement Better Urban Water Management 	13
7.3	Ensure a strategic approach to environmental planning.	<ul style="list-style-type: none"> State Planning Strategy SPP 2– Environment and Natural Resources 	13
7.4	Settlements need to reduce their ecological footprint by reducing energy usage and waste.	<ul style="list-style-type: none"> State Sustainability Strategy SPP 2– Environment and Natural Resources SPP 3 – Urban Growth and Settlement Capital City Planning Framework 	13
7.5	The new local planning scheme and any amendments to it need to be referred to the Environmental Protection Authority to determine if formal review is required.	<ul style="list-style-type: none"> Environmental Protection Act 	13
7.6	The planning framework should ensure the conservation of ecological systems and biodiversity and protection of sites with environmental value from inappropriate use and development.	<ul style="list-style-type: none"> SPP 1 – State Planning Framework SPP 2– Environment and Natural Resources SPP 2.8 – Bushland Policy for the Perth Metropolitan Region Perth and Peel @ 3.5million (draft) Central Sub-Regional Planning Framework (draft) 	13

		<ul style="list-style-type: none"> Local Government Biodiversity Planning Guidelines for the Perth Metropolitan Region 	
7.7	The planning framework should avoid or minimise environmental degradation and hazards and prevent environmental problems that could arise from siting incompatible land uses close together.	<ul style="list-style-type: none"> SPP1 – State Planning Framework SPP 2– Environment and Natural Resources 	13
7.8	Consider flood risk in land use and development and risks associated with nuisance insects.	<ul style="list-style-type: none"> SPP 2– Environment and Natural Resources Better Urban Water Management Local Profile Section 4.11.3 – Stormwater 	13
7.9	Recognise and consider degraded or contaminated land and facilitate its rehabilitation or remediation for appropriate future use.	<ul style="list-style-type: none"> SPP 2– Environment and Natural Resources Better Urban Water Management 	13
7.10	Have regard to the capability of land to accommodate land uses and development and facilitate measures to reduce impacts on land, buildings and infrastructure.	<ul style="list-style-type: none"> SPP 2– Environment and Natural Resources 	13
7.11	Ensure protection of Bush Forever sites within the Town from inappropriate development.	<ul style="list-style-type: none"> SPP 2.8 – Bushland Policy for the Perth Metropolitan Region 	13
7.12	Prepare local bushland protection strategies for significant bushland that is not identified as a Bush Forever site.	<ul style="list-style-type: none"> SPP 2.8 – Bushland Policy for the Perth Metropolitan Region 	13
7.13	Ensure that land use and development maintain and enhance the health, amenity and landscape values of the river, including its recreational and scenic values.	<ul style="list-style-type: none"> SPP 2.10 – Swan-Canning River System 	13
7.14	Address bushfire risk where applicable in the consideration of proposals for land use and development.	<ul style="list-style-type: none"> SPP 3.7 – Planning in Bushfire Prone Areas 	13
7.15	Build robustness against climate change.	<ul style="list-style-type: none"> Capital City Planning Framework 	
7.16	Apply water sensitive design principles and guidelines and use planning provisions to achieve a net reduction in nutrient inputs from land development.	<ul style="list-style-type: none"> SPP 2.9 – Water Resources Swan Canning River Protection Strategy Local Profile Section 4.11.3 – Water 	13
7.17	Increase the Town’s vegetation and tree canopy.	<ul style="list-style-type: none"> Strategic Community Plan 2017 – 2032 	13
7.18	Embed environmental policy and guideline provisions for erosion and sediment control and management of small to medium size industry into the planning framework.	<ul style="list-style-type: none"> Environmental Plan 2013-2018 	
7.19	Activities with the potential to disturb ASS must be managed carefully to avoid environmental harm.	<ul style="list-style-type: none"> Section 4.2 – Physical Features 	13
7.20	Develop and implement an Urban Forest Strategy.	<ul style="list-style-type: none"> Section 4.2 – Physical Features 	13
7.21	A local planning strategy should identify objectives for water resource management, together with other environmental, social and economic issues in the local government area, and propose strategies to achieve these objectives. Implementation of strategies, together with timing and responsibilities, should be identified and incorporated into the local planning strategy where possible.	<ul style="list-style-type: none"> Better Urban Water Management 	13

Theme		Transport	
No.	Planning Consideration	Planning Framework References	LPS (Part 1) Strategy No.
8.1	Provide for efficient movement of people, goods and services through an integrated movement network and transit oriented development.	<ul style="list-style-type: none"> State Planning Strategy SPP1 – State Planning Framework SPP 3 – Urban Growth and Settlement SPP 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning Strategic Community Plan 2017 – 2032 	14,15
8.2	Settlements need to reduce their ecological footprint by ensuring access to sustainable modes of transport (walking, cycling, and public transport) and reducing car dependency.	<ul style="list-style-type: none"> State Sustainability Strategy SPP1 – State Planning Framework SPP 3 – Urban Growth and Settlement Perth and Peel @ 3.5million (draft) Central Sub-Regional Planning Framework (draft) Capital City Planning Framework 	14

8.3	Planning proposals for noise-sensitive land uses in close proximity to primary transport corridors need to address the potential for noise impacts and incorporate noise amelioration measures as appropriate.	<ul style="list-style-type: none"> • SPP 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning 	15
8.4	Encourage best-practice design and construction standards for new development proposals and new or redeveloped transport infrastructure proposals.	<ul style="list-style-type: none"> • SPP 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning 	14
8.5	Protect major transport corridors and freight operations from incompatible urban encroachment.	<ul style="list-style-type: none"> • SPP 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning • Local Profile Section 4.10.1 - Roads 	15
8.6	Significant potential exists for activating land around each rail station, along key bus routes and in and around the commercial and specialised centres throughout the Town with additional development for a mix of employment, entertainment, residential and community uses and investment in the public realm.	<ul style="list-style-type: none"> • DCP 1.6 - Planning to Support Transit Use and Transit-Oriented Development • Capital City Planning Framework 	1, 3, 4
8.7	Capitalise on opportunities provided by implementation of the State Government's Metronet initiative in respect to improvements to public transport infrastructure and transit oriented development.	<ul style="list-style-type: none"> • Metronet • Transport @ 3.5 Million – Perth and Peel Transport Plan 	14
8.8	Utilise the Swan River as a way of connecting communities and attractions.	<ul style="list-style-type: none"> • Capital City Planning Framework • Local Profile Section 4.7 – Open Space and Recreation • Local Profile Section 4.10.5 - Ferries 	14
8.9	Undertake more detailed and rigorous study of the issues and benefits of routing light rail along Albany Highway (as well as along Shepperton Road as an alternative), stop locations and development potential	<ul style="list-style-type: none"> • Albany Highway Built Form Study • Integrated Movement Network Strategy 	15
8.10	Develop and implement a Bike Plan for the Town.	<ul style="list-style-type: none"> • Healthy Vic Park Plan 2017-2022 • Local Profile Section 4.10.6 – Walking and Cycling 	14
8.11	Develop tools to measure public transport accessibility and link to development requirements within the local planning scheme.	<ul style="list-style-type: none"> • Integrated Movement Network Strategy 	14
8.12	Develop land use policies for activity centres that are supportive of increased public transport trip generation or patronage capture and address parking and cycling considerations.	<ul style="list-style-type: none"> • Integrated Movement Network Strategy 	1, 3, 4
8.13	Ensure provision of land for public transport infrastructure within activity centres and along the railway.	<ul style="list-style-type: none"> • Integrated Movement Network Strategy 	14
8.14	Review local planning scheme provisions to set standards for provision of parking for key users, end of trip facilities for cyclists, cash-in-lieu contributions for public parking or alternative transport modes.	<ul style="list-style-type: none"> • Integrated Movement Network Strategy • Local Profile Section 4.10.7 – Parking 	16
8.15	Reduce Scheme/Policy parking requirements that reflect public transport accessibility and public parking availability.	<ul style="list-style-type: none"> • Integrated Movement Network Strategy 	16
8.16	Include thresholds and scope for Travel Plan requirements in the local planning scheme.	<ul style="list-style-type: none"> • Integrated Movement Network Strategy 	14
8.17	Upgrade Burswood rail station to provide an improved and safer user-experience for patrons and to support proposed development of land in the adjoining precincts.	<ul style="list-style-type: none"> • Local Profile Section 4.10.2 – Heavy Rail 	15
8.18	Promote the conversion of the Perth Stadium rail station to a commuter station when appropriate in future to support additional development planned for the Burswood Peninsula.	<ul style="list-style-type: none"> • Local Profile Section 4.10.2 – Heavy Rail 	15
8.19	Work to remove the rail corridor barrier dividing the community, including grade-separation of the Oats Street and Archer Street rail crossings.	<ul style="list-style-type: none"> • Local Profile Section 4.10.2 – Heavy Rail 	15
8.20	Explore options for a light rail link between Curtin University and the City (and beyond) via the Albany Highway Secondary Centre.	<ul style="list-style-type: none"> • Local Profile Section 4.10.3 – Light Rail 	15
8.21	Explore potential for a light rail spur line from the Causeway to the Burswood Peninsula to better connect the Peninsula to the City and Albany Highway Secondary Centre.	<ul style="list-style-type: none"> • Local Profile Section 4.10.3 – Light Rail • Local Profile Section 4.6 – Tourism and Visitors 	15

8.22	Explore potential for a bus service from the Causeway to the Burswood Peninsula to better connect the Peninsula to the City and Albany Highway Secondary Centre.	<ul style="list-style-type: none"> Local Profile Section 4.10.4 – Buses Local Profile Section 4.6 – Tourism and Visitors 	15
8.23	Improve walkability and way-finding through the Town, especially along major pedestrian routes, within and between activity centres and between activity centres and major public transport hubs.	<ul style="list-style-type: none"> Local Profile Section 4.10.6 – Walking and Cycling 	14
8.24	Provide pedestrian infrastructure, including safe and well-designed footpaths, appropriate signalling at intersections, drink fountains, weather protection and places to sit and rest, end of trip facilities, bicycle parking and public realm improvements, including hard and soft landscaping, to help create an attractive and safe pedestrian environment.	<ul style="list-style-type: none"> Local Profile Section 4.10.6 – Walking and Cycling 	14
8.25	Improve pedestrian connections throughout the Town, including to bus stops, train stations and activity centres and open spaces and across major roads.	<ul style="list-style-type: none"> Local Profile Section 4.10.6 – Walking and Cycling 	14
8.26	Implement the Parking Management Plan.	<ul style="list-style-type: none"> Local Profile Section 4.10.7 – Parking 	16
8.27	Take an active approach in managing on and off-street parking supply in conjunction with encouraging the use of more sustainable modes of transport.	<ul style="list-style-type: none"> Local Profile Section 4.10.7 – Parking 	16
8.28	Consider inclusion in the local planning scheme of provisions requiring the construction of decked or multi-storey car parks with sufficient floor-to-ceiling heights that can be converted to other uses in the future should the need for on-site car parking be reduced over time.	<ul style="list-style-type: none"> Local Profile Section 4.10.7 – Parking 	16
8.29	Ensure that development proposed under protected airspace over the Town appropriately addresses safety risks and applicable standards and requirements associated with aircraft flights in and out of Perth Airport.	<ul style="list-style-type: none"> Local Profile Section 4.10.8 – Perth Airport Protected Airspace 	15

Theme Infrastructure Services			
No.	Planning Consideration	Planning Framework References	LPS (Part 1) Strategy No.
9.1	Invest in infrastructure that stimulates growth and productivity.	<ul style="list-style-type: none"> State Planning Strategy Local Profile Section 4.11 – Infrastructure Services 	17
9.2	Coordinate cost-efficient provision of infrastructure and services with new growth, possibly involving developer contribution arrangements to fund improvements in areas of fragmented land ownership.	<ul style="list-style-type: none"> SPP 3 – Urban Growth and Settlement SPP 3.6 – Development Contributions for Infrastructure Local Profile Section 4.11 – Infrastructure Services 	17
9.3	Undertake early consultation with infrastructure service providers to determine the capacity of essential services and upgrading requirements for any new major development projects and developments areas within the Town.	<ul style="list-style-type: none"> Local Profile Section 4.11 – Infrastructure Services 	17
9.4	Address sewer capacity/network issues that exist in Burswood and Carlisle.	<ul style="list-style-type: none"> Local Profile Section 4.11.1 – Sewer 	17
9.5	Explore the potential for repurposing drainage sumps where appropriate so that land may be productively used or shared with other uses.	<ul style="list-style-type: none"> Local Profile Section 4.11.1 – Stormwater 	17
9.6	Continue to lobby the State Government to co-fund underground power conversions in suburbs where overhead power supplies remain in place.	<ul style="list-style-type: none"> Local Profile Section 4.11.4 – Power and Lighting 	17
9.7	Ensure that development proposed adjacent to high pressure gas mains that run through the Town appropriately addresses the safety risks and applicable development standards associated with the gas supply network.	<ul style="list-style-type: none"> Local Profile Section 4.11.6 – Gas 	17

9.1 Appendix 2: Draft Local Planning Strategy - Summary of Strategies and Actions

Town of Victoria Park

TOWARDS 2050

Local Planning Strategy

Summary of Strategies and Actions

1. Population and Housing

Strategy #	1
Provide housing development opportunities in activation areas where the capacity of infrastructure and services can support a more intensive form of development and the character and amenity of the neighbourhood would not be prejudiced.	
Strategic Community Plan (2017-2032) - Strategic Outcome	En1 – Land use planning that puts people first in urban design, allows for different housing options for people with different housing needs and enhances the Town’s character.
Actions	
1.1	Undertake master planning, the preparation of form-based codes and the implementation of changes to local planning scheme and policy provisions for the following planning precincts: <ul style="list-style-type: none"> • Burswood Peninsula • Causeway Precinct • Albany Highway Secondary Centre • Oats Street Station Precinct • Carlisle Station Precinct • Victoria Park Station Precinct • Curtin-Bentley Specialised Centre • Berwick Street/Canning Highway
1.2	Investigate opportunities through the preparation of a Local Housing Strategy for more intensive residential development in the following areas: <ul style="list-style-type: none"> • East Victoria Park interface with Curtin/Bentley Activity Centre • Along key road corridors (see Action 3.2) • The transition from the Albany Highway Activity Centre to lower density residential areas, where there are fewer original character dwellings remaining.

Strategy #	2
Facilitate well designed and connected urban environments providing a diversity of housing choice serving the needs of the Town’s population now and into the future.	
Strategic Community Plan (2017-2032) - Strategic Outcome	En1 – Land use planning that puts people first in urban design, allows for different housing options for people with different housing needs and enhances the Town’s character.
Actions	
2.1	Consider the use of Scheme provisions that allow Council to negotiate development incentives where appropriate with developers proposing affordable housing.
2.2	Review Local Planning Policy 20: Design Guidelines for Developments with Buildings Above 3 Storeys, which contains sustainability requirements for high density residential, commercial or mixed-use developments, to ensure it remains up-to-date and relevant.
2.3	Consider the use of Scheme provisions to better provide for the development of alternative housing options, such as share houses and student housing.
2.4	Encourage dispersed small-scale accessible housing within residential areas for independent living for persons with disabilities or special needs through Scheme provisions and subject to location criteria: <ul style="list-style-type: none"> • Within or close to activity centres • In close proximity to public transport • In close proximity to major services such as shops, medical centres and similar.

2. Economy, Employment and Activity Centres

Strategy #	3
Facilitate the continued transition of the Town into a dynamic 'inner city' destination for residents, workers and visitors.	
Strategic Community Plan (2017-2032) - Strategic Outcome	Ec1 – A desirable place for commerce and tourism that support equity, diverse local employment and entrepreneurship. En1 – Land use planning that puts people first in urban design, allows for different housing options for people with different housing needs and enhances the Town's character.
Actions	
3.1	See Action 1.1
3.2	Provide for development of multi-functional corridors along key transport routes that support efficient movement and high amenity and recommends that they be a focus for investigation of increased densities and a mix of land uses. The following roads within the Town have potential to form such corridors: <ul style="list-style-type: none"> • Canning Highway. • Albany Highway. • Causeway precinct. • Geddes Street. • Shepperton Road. • Orrong Road between Archer and Oats Streets. • Archer Street. • Oats Street/Hillview Terrace. • Berwick Street – Geddes to Kent Street. • Berwick Street – Hillview Terrace to Boundary Road. • Kent Street – Berwick Street to Jarrah Road, and • Carlisle train station.
3.3	Support the development of additional retail floorspace in accordance with an Activity Centres Strategy.
3.4	Formulate and implement a public realm strategy and place making strategies and place plans to activate and manage key centres and places in the Town.

Strategy #	4
Diversify and strengthen the Town's economic capacity and employment self-sufficiency through appropriate land use mix and built form outcomes specific to each of the Town's activity centres and station precincts.	
Strategic Community Plan (2017-2032) - Strategic Outcome	Ec1 – A desirable place for commerce and tourism that supports equity, diverse local employment and entrepreneurship.
Actions	
4.1	See Action 1.1 and 3.2.
4.2	Advocate that the State Government redefine the Burswood Peninsula as a specialised centre and the entire length of Albany Highway within the Town as a single Secondary Centre in the Perth region's Activity Centres network.
4.3	Review the zoning of Industrial zoned land in Welshpool and its interface with Residential zoned land in East Victoria Park and Carlisle in the context of opportunities to facilitate the creation of an origin and destination transit oriented development at the Oats Street station.
4.4	Designate the Albany Highway Secondary Centre as a 'Regional Centre' under the new local planning scheme.

Strategy #	5
Attract investment to the Town to provide a prosperous, diverse and resilient economy and a hub for business, education, technology and research.	
Strategic Community Plan (2017-2032) - Strategic Outcome	Ec1 – A desirable place for commerce and tourism that support equity, diverse local employment and entrepreneurship.
Actions	
5.1	Partner with the State Government, Curtin University and other stakeholders for the continued development of Bentley-Curtin as a specialised centre for knowledge that evolves to become more urban with high-quality access.
5.2	Prepare and implement an Economic Development Strategy.
5.3	Support planning and development that leverages and stimulates economic development.
5.4	Enhance a regional approach to economic development and strategic planning and enhance partnership collaboration activity with Federal, State and Local Government agencies.

3. Urban Design and Heritage

Strategy #	6
Embrace and enhance the Town's Aboriginal and European heritage and character.	
Strategic Community Plan (2017-2032) - Strategic Outcome	S4 – A place where all people have an awareness and appreciations of arts, culture, education and heritage.
Actions	
6.1	Identify character areas that require protection through lower density residential coding and/or additional planning controls.
6.2	Update the heritage municipal inventory, designate heritage areas and establish heritage lists under the local planning scheme and take account of the Town's heritage assets and their contribution to Town character.
6.3	Reconnect with indigenous heritage.

Strategy #	7
Promote excellence in built form outcomes for the Town that capture the identity and character of its neighbourhoods and centres and promote a sense of place and high standards of amenity and liveability.	
Strategic Community Plan (2017-2032) - Strategic Outcome	En1 – Land use planning that puts people first in urban design, allows for different housing options for people with different housing needs and enhances the Town's character. S4 – A place where all people have an awareness and appreciations of arts, culture, education and heritage.
Actions	
7.1	Create points of difference between the two main retail nodes that comprise critical components of the Albany Highway Secondary Centre to: <ul style="list-style-type: none"> • Consolidate retail activity to the two main centres. • Diversify the retail offer. • Establish a unifying approach to landscaping, entry statements and small parks for each of the Centre's six sub-precincts. • Relax parking standards for non-residential uses. • Maximise density development opportunities within the walkable catchment of the Centre.
7.2	See Action 1.1 and 3.4.
7.3	Encourage safe environments, community identity and high standards of urban design and sustainability through the local planning framework.
7.4	Develop and implement initiatives to activate laneways and other inactive public spaces in centres.

4. Recreation and Open Space

Strategy #	8
Ensure optimisation of environmentally sustainable recreation spaces, enhance parklands and ensure accessibility for all residents, workers and visitors.	
Strategic Community Plan (2017-2032) - Strategic Outcome	Ec2 – A clean, safe and accessible place to visit. En6 – Appropriate, inviting and sustainable green spaces for everyone that are well maintained and well managed.
Actions	
8.1	Prepare a public open space strategy that considers: <ul style="list-style-type: none"> • The definition of public open space and development of an inventory, classification system and maintenance standards for existing sites. • A recreational needs analysis and assessment of notional POS supply deficiencies. • Where population growth is projected to occur. • Opportunity for usage and management. • Alternative ways of providing for the community’s recreation needs.
8.2	Encourage the use of roof top gardens and green walls where appropriate.
8.3	Explore potential partnership opportunities with Curtin University for increased community access to its recreation facilities.
8.4	Develop master plans for Town reserves identified in the Sport and Recreation Facilities Strategy.
8.5	Incorporate sustainable design in the development of new and upgraded recreation facilities.
8.6	Provide land and facilities for recreation and other community use on the Burswood Peninsula.

Strategy #	9
Improve connectivity to the Swan River foreshore and enhance its health, amenity and landscape values.	
Strategic Community Plan (2017-2032) - Strategic Outcome	Ec2 – A clean, safe and accessible place to visit. En2 – A safe, interconnected and well maintained transport network that makes it easy for everyone to get around. En6 – Appropriate, inviting and sustainable green spaces for everyone that are well maintained and well managed.
Actions	
9.1	Ensure that land use and development maintain and enhance the health, amenity and landscape values of the river foreshore, including its recreational and scenic values.
9.2	Provide well designed, safe and legible access to the Swan River foreshore for pedestrians and cyclists.

5. Community Facilities

Strategy #	10
Provide appropriate community facilities and services and a high level of accessibility to them for the current and future Town community.	
Strategic Community Plan (2017-2032) - Strategic Outcome	En5 - Appropriate and sustainable facilities for everyone that are well built, well maintained and well managed.
Actions	
10.1	See Action 8.6.
10.2	Ensure land is available to accommodate community needs and that community facilities are well-planned.

10.3	Work with the Department of Education and non-government school providers to address primary and secondary school needs in the Town, including provision of a new primary school in Burswood.
Strategy #	11
Attract major cultural opportunities to meet the local and regional needs of residents, businesses and tourists.	
Strategic Community Plan (2017-2032) - Strategic Outcome	S4 – A place where all people have an awareness and appreciations of arts, culture, education and heritage.
Actions	
11.1	Concentrate commercial, health, education, entertainment and cultural developments in and around activity centres and corridors with good access to public transport.

6. Tourism and Visitors

Strategy #	12
Make the Town a desirable place to visit.	
Strategic Community Plan (2017-2032) - Strategic Outcome	Ec1 – A desirable place for commerce and tourism that supports equity, diverse local employment and entrepreneurship. Ec2 – A clean, safe and accessible place to visit.
Actions	
12.1	Ensure that the local planning framework provides appropriate provisions for tourism-related development.
12.2	Address the rise of small-scale tourist accommodation, such as that which can be booked through emerging technologies like Airbnb, and its impact on local residential communities by ensuring policy guidance sets appropriate standards and location criteria.
12.3	Identify the nature and importance of tourism to the Town, including the type of facilities and attractions, their level of amenity and accommodation supply, gaps and opportunities.
12.4	Encourage tourism growth and development that reinforces the local tourism identity, including innovative tourist accommodation development and facilities to meet tourists' needs.
12.5	Identify service capacity and infrastructure projects that could potentially impact on tourism growth and visitors' experiences, including how tourists access accommodation and move between attractions.
12.6	Improve wayfinding and connections between Burswood Peninsula and the Albany Highway main street for tourists and visitors.

7. Environment

Strategy #	13
To promote sustainable, liveable, healthy and green places for everyone.	
Strategic Community Plan (2017-2032) - Strategic Outcome	En1 – Land use planning that puts people first in urban design, allows for different housing options for people with different housing needs and enhances the Town's character. En4 – A clean place where everyone knows the value of waste, water and energy. En6 – Appropriate, inviting and sustainable green spaces for everyone that are well maintained and well managed. En7 – Increased vegetation and tree cover.
Actions	
13.1	Develop planning measures to protect water resources, apply water-sensitive urban design principles and ensure the efficient use of water, energy and other resources in the design, construction and maintenance of public and private development.
13.2	Ensure the planning framework provides for the conservation of ecological systems and biodiversity and protection of sites with environmental value from inappropriate use and development.

13.3	Avoid or minimise environmental degradation and hazards and prevent environmental problems that could arise from siting incompatible land uses close together or failing to consider the capability of land to accommodate proposed development.
13.4	Consider flood, fire, nuisance insects and acid sulphate soils risk in proposals for land use and development.
13.5	Prepare and implement strategies for the protection of significant bushland and increasing the amount of vegetation and tree canopy in the Town.
13.6	Recognise and consider degraded or contaminated land and facilitate its rehabilitation or remediation for appropriate future use.

8. Transport

Strategy #	14
Provide an integrated urban transport system focussed on moving people effectively and efficiently within the Town, providing connections between suburbs, activity centres and major destinations.	
Strategic Community Plan (2017-2032) - Strategic Outcome	<p>Ec2 – A clean, safe and accessible place to visit.</p> <p>En2 – A safe, interconnected and well maintained transport network that makes it easy to get around.</p> <p>En3 – A place with sustainable, safe and convenient transport options for everyone.</p>
Actions	
14.1	Improve wayfinding and connectivity to public transport, activity centres and recreation facilities through upgrades to the pedestrian and cycling network.
14.2	Encourage best-practice design and construction standards for new development proposals and new or redeveloped transport infrastructure proposals.
14.3	Capitalise on opportunities provided by implementation of the State Government’s Metronet initiative in respect to improvements to public transport infrastructure and transit oriented development.
14.4	Utilise the Swan River as a way of connecting communities and attractions.
14.5	Develop and implement a Bike Plan for the Town.
14.6	Develop tools to measure public transport accessibility and link to development requirements within the local planning scheme.
14.7	Ensure provision of land for public transport infrastructure within activity centres and along the Perth-Armadale railway.
14.8	Review local planning scheme provisions to set standards for provision of parking for key users, end of trip facilities for cyclists, travel plans and cash-in-lieu contributions for public parking or alternative transport modes.

Strategy #	15
Ensure that the movement of regional transport through the Town is managed whilst maintaining a high level of connectivity for local transport.	
Strategic Community Plan (2017-2032) - Strategic Outcome	<p>En2 – A safe, interconnected and well maintained transport network that makes it easy to get around.</p> <p>En3 – A place with sustainable, safe and convenient transport options for everyone.</p>
Actions	
15.1	Ensure planning proposals for noise-sensitive land uses in close proximity to primary transport corridors address the potential for noise impacts and incorporate noise amelioration measures as appropriate.
15.2	Protect major transport corridors and freight operations from incompatible urban encroachment.

15.3	Advocate for the upgrade of Burswood rail station to provide an improved and safer user-experience for patrons and to support proposed development of land in the adjoining precincts.
15.4	Promote the conversion of the Perth Stadium rail station to a commuter station when appropriate in future to support additional development planned for the Burswood Peninsula.
15.5	Improve the level of accessibility in those parts of the Town where the rail corridor forms a physical barrier dividing the community, by advocating for sinking the railway and or grade-separating the Oats Street and Archer Street rail crossings.
15.6	Explore options for a light rail link between Curtin University and the City (and beyond) via the Albany Highway Secondary Centre, including investigate of the issues and benefits of routing light rail along Albany Highway (in addition to Shepperton Road as an alternative) and potential stop locations and land use/development integration.
15.7	Explore the potential for a bus service and/or light rail from the Causeway to the Burswood Peninsula to better connect the Peninsula to the City and Albany Highway Secondary Centre.
15.8	Ensure that development proposed under protected airspace over the Town appropriately addresses safety risks and applicable standards and requirements associated with aircraft flights in and out of Perth Airport.

Strategy #	16
Adopt a parking management approach that is focussed on providing access for people and not vehicles, supports sustainable transport modes and constrains parking demand.	
Strategic Community Plan (2017-2032) - Strategic Outcome	En2 – A safe, interconnected and well maintained transport network that makes it easy to get around. En3 – A place with sustainable, safe and convenient transport options for everyone.
Actions	
16.1	Review local planning scheme provisions to set standards for provision of parking for key users, end of trip facilities for cyclists, cash-in-lieu contributions for public parking or alternative transport modes.
16.2	Review planning provisions for managing on and off-street parking supply that reflect public transport accessibility and other more sustainable modes of transport and public parking availability.
16.3	Consider inclusion of provisions in the local planning scheme requiring the construction of decked or multi-storey car parks with sufficient floor-to-ceiling heights that can be converted to other uses in the future should the need for on-site car parking be reduced over time.
16.4	Prepare and implement parking management plan/s.

9. Infrastructure Services

Strategy #	17
Ensure that utilities required for development and growth of the Town are provided in a timely and sustainable manner.	
Strategic Community Plan (2017-2032) - Strategic Outcome	En5 – Appropriate and sustainable facilities for everyone that are well built, well maintained and well managed.
Actions	
17.1	Invest in infrastructure that stimulates growth and productivity.
17.2	Coordinate cost-efficient provision of infrastructure and services with new growth, possibly involving developer contribution arrangements to fund improvements in areas of fragmented land ownership.
17.3	Undertake early consultation with infrastructure service providers to determine the capacity of essential services and upgrading requirements for any new major development projects and developments areas within the Town.
17.4	Address sewer capacity/network issues that exist in Burswood and Carlisle.

17.5	Explore the potential for repurposing drainage sumps where appropriate so that land may be productively used or shared with other uses.
17.6	Continue to lobby the State Government to co-fund underground power conversions in suburbs where overhead power supplies remain in place.
17.7	Ensure that development proposed adjacent to high pressure gas mains that run through the Town appropriately addresses the safety risks and applicable development standards associated with the gas supply network.

TOWARDS 2050 – TOWN OF VICTORIA PARK - LOCAL PLANNING STRATEGY MAP

Town of Victoria Park - A dynamic place for everyone.



Key Outcomes -

- Activity Centres that provide desirable places to live, learn, work and play:
 1. Burswood Peninsula Specialised Centre - major entertainment and tourism destination and transit-oriented, high intensity residential and mixed-use development.
 2. Causeway District Centre - city centre commercial and employment hub with entertainment and residential uses.
 3. Albany Highway Secondary Centre - vibrant, diverse main-street centre for entertainment, retail, commercial and residential uses in a form that is respectful of the Town's heritage and positively contributes to its identity.
 - 4-6. Victoria Park Station Precinct, Carlisle Station/Archer Street Precinct, Oats Street Station Precinct - activated, transit-oriented, mixed use areas that capitalise on their proximity to Perth, and the Albany Highway centre.
 7. Berwick Precinct - activated centre for office and residential development.
 8. Curtin/Bentley Specialised Centre - key hub for education, technology, research and institutional uses with increased housing and commercial development, high-quality access and improved connectivity with East Victoria Park.
- Urban Design, Land Use and Place Planning that:
 - Promotes excellent built form and high standards of amenity, liveability and attractions.
 - Embraces and enhances the Town's heritage and character.
 - Provides attractive places to work and visit.
- An integrated movement network:
 - That moves people within the Town connecting destinations and supports the more intensive development planned for activity centres.
 - That provides a range of high-quality transport options.
 - Where parking is managed to provide access for people and support sustainable transport modes.
- Protection and enhancement of the environment by:
 - Managing water, energy, other natural resources and waste.
 - Conserving ecological systems, bushland and biodiversity.
 - Increasing the Town's tree canopy.
- Open spaces and facilities that:
 - Meet community needs and are highly accessible.
 - Are sustainable, healthy, attractive and well-maintained.
- Infrastructure and utilities that:
 - Are well built, maintained and managed.
 - Support future growth and development of the Town.

LEGEND

- Industrial Centre
- Station Precinct
- Activity Centre
- Urban Corridor
- Urban
- Green Network
- + Rail Station
- Perth-Armadale Railway
- Primary Roads
- Secondary Roads
- F Possible Ferry Stop

Key Indicators of the Town's Transition

	Now	2050+
Population	37,000	110,000
Dwellings	17,000	54,500
Jobs	35,000	99,000
Commercial Floorspace (m ²)	556,000	1,000,000
Retail Floorspace (m ²)	66,000	135,600
Tourists/year	5,000,000	20,000,000

This document is a conceptual illustration of the key strategic outcomes of the Town of Victoria Park's draft Local Planning Strategy. It is not drawn to scale and does not prevail over any adopted regional or local planning scheme, plan or policy. It should be read in conjunction with the complete Local Planning Strategy document.

