

# Shape Albany Highway

## Engagement Findings Report









Shape Albany Highway is the Town's community engagement campaign that will inform the development of a Precinct Structure Plan and ultimately shape how Albany Highway will grow and change into the future.

The Town of Victoria Park has engaged Hatch RobertsDay to develop a Vision and Precinct Structure Plan (PSP) for the Albany Highway Secondary Centre, in partnership with the Town and local community.

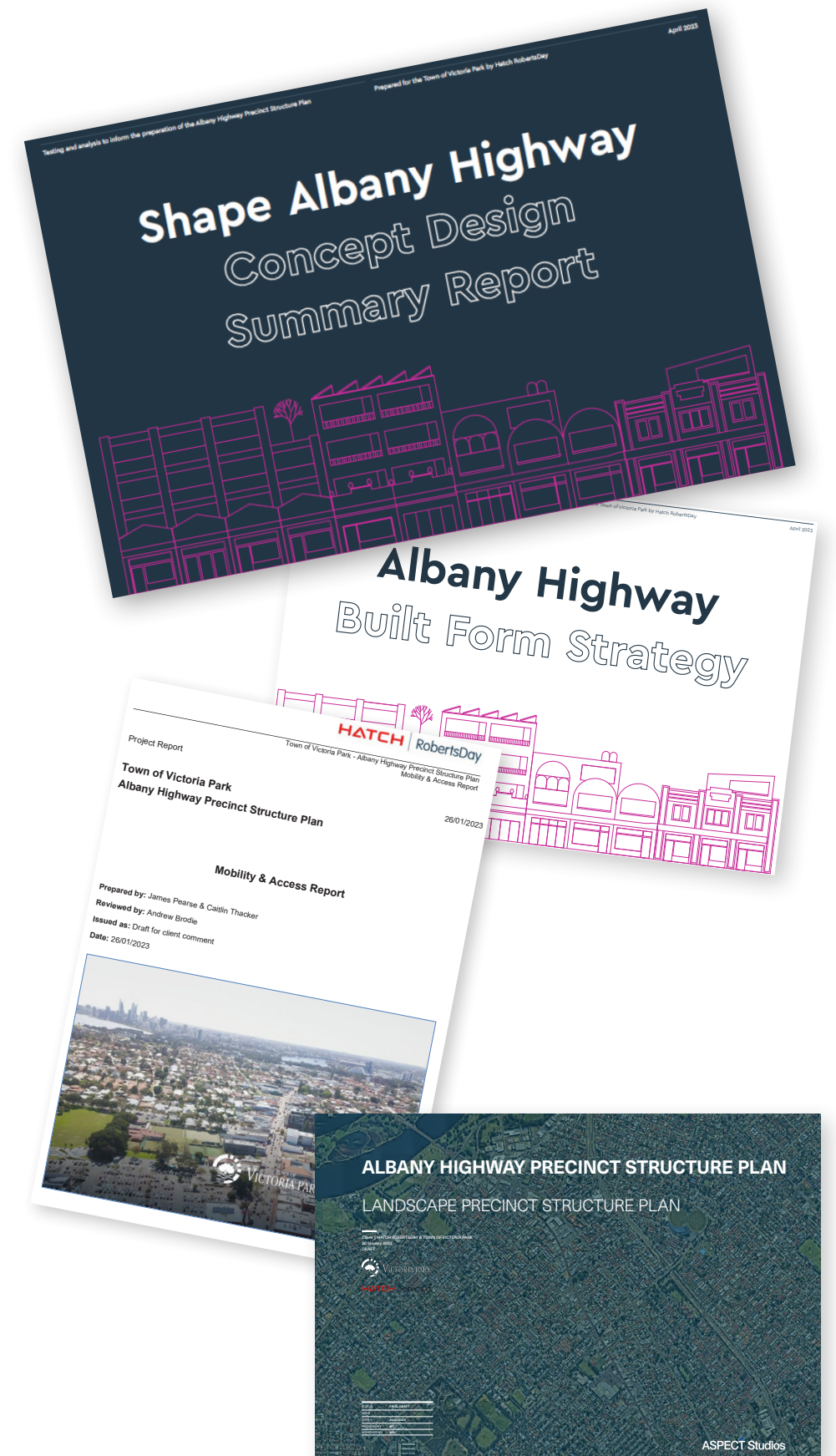
A Precinct Structure Plan guides how a place will grow and change into the future. It will set out the future direction of Albany Highway: its buildings and land uses, streets and open spaces, environmental performance, access and transport, and more.

In 2021, we progressed stage 1 of the Shape Albany Highway project, where we heard from a broad range of our community through 320 ideas, 212 surveys and 26 stakeholder interviews. Findings were summarised in two reports, Albany Highway Today and Albany Highway Tomorrow, and outcomes were distilled into a set of 18 central ideas.

For stage 2A, we held meetings with key landowners and appointed a Community Reference Group that was tasked with providing early input into the design and development of a range of conceptual options through participation in a series of focus group sessions and interactive design exercises.

Our technical consultants prepared concept designs and supporting recommendations to address key areas including a Draft Built Form Strategy, a Draft Public Realm Strategy and a Draft Transport Strategy. The key recommendations were summarised in a Concept Design Summary Report which was advertised for public feedback.

**This Engagement Findings Report provides a summary of the engagement activities undertaken for stage 2A, and the feedback received.**





## Engagement Summary

Stage 2 concept design aimed to build on the stage 1 engagement outcomes, and has been supported by a comprehensive and extensive engagement process.

The phase 2A deliverables were summarised in a Concept Design Summary Report which was formerly advertised over 4-weeks (1-29 May 2023). The process was widely promoted and gained a high level of awareness, based on the data.

In total, there were 779 different users who visited the Your Thoughts page, 43% of which were informed participants, meaning they downloaded a document or completed a survey. Of those that participated in the survey, there is a strong level of support for the Combined Scenario Option.

This data indicates the community and key stakeholders are broadly supportive of the proposed recommendations put forward, as we move into the next phase of the process, to prepare the Draft Precinct Structure Plan and Public Realm Guidelines.

### Stakeholder Engagement

**15**  
Community Reference Group members attended

**3**  
3hr meetings

**5**  
Landowner meetings

### Promotion & Advertising

**5000**  
A6 flyers  
(all residents 800m catchment)

**1800**  
letters to businesses and property owners

Social media posts

Direct emails to database

Media and advertising

E-vibe and Business E-News

### Participants

**35**  
Engaged surveys completed

**597**  
document downloads

**333** participants informed

**779** participants aware

**1.2K**  
total website visits



Far from being a single uniform precinct, Albany Highway is a complex and layered place made up of many distinct neighbourhoods.

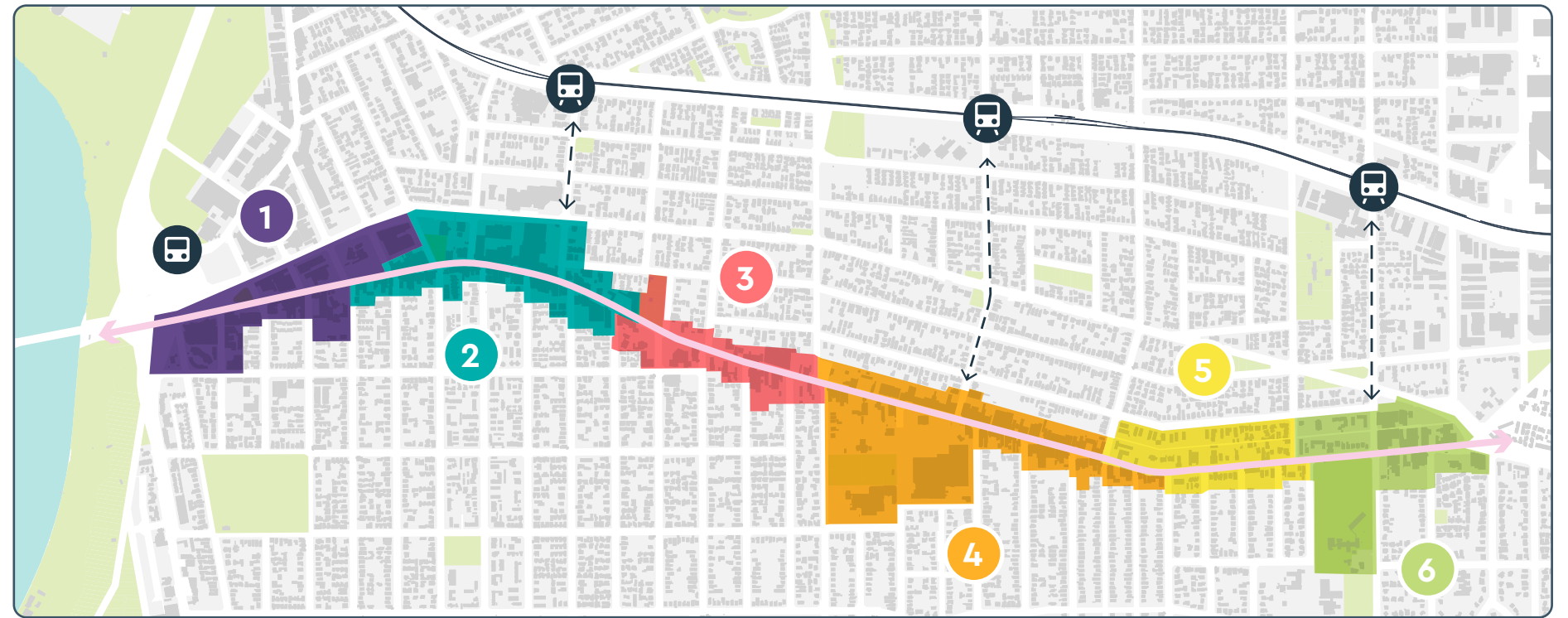
The Built Form Strategy responds to the six identified sub precinct along the Highway, which are based on analysis of established character.

Proposed development outcomes for each precinct have been tested and refined to create a diverse and varied future urban character while maintaining the positive attributes of each precinct's existing character.

These areas, as shown in the diagram opposite, will form the basis of the Precinct Plan's structure and implementation, helping to create a diverse place with varying character and differing degrees of change along the Highway's length.

The community survey was also structured around these 6 precincts.

### Albany Highway Tomorrow



1 Causeway 2 Victoria Park 3 Central 4 East Vic Park 5 East End 6 St James

#### Urban Ecology A Sustainable Highway

- Idea 1** Establish the Highway as a Low Carbon Leader
- Idea 2** Increase Albany Highway's Biodiversity
- Idea 3** Recognise Aboriginal Connection to Country

#### Urban Structure A Fine-Grain Highway

- Idea 4** Focus Growth and Change within Major Sites
- Idea 5** Integrate Adjoining Streets and Station Precincts
- Idea 6** Transform the Gateway to Victoria Park

#### Public Realm A Pedestrian Highway

- Idea 7** Reallocate Highway Space from Cars to People
- Idea 8** Deliver New Open Spaces within major sites
- Idea 9** Enhance Surrounding Parks and Streets

#### Movement A Connected Highway

- Idea 10** Improve Walking, Cycling and Transit Infrastructure
- Idea 11** Reduce the Negative Impacts of Vehicle Traffic
- Idea 12** Rethink Parking Supply and Management

#### Land Use A Diverse Highway

- Idea 13** Increase Commercial Floorspace and Employment
- Idea 14** Preserve Major Drivers of Employment and Visitation
- Idea 15** Incentivise new Creative and Nighttime Uses

#### Built Form A Distinctive Highway

- Idea 16** Create Areas of Unique Place Character
- Idea 17** Develop New Height and Density Controls
- Idea 18** Promote Vibrant Streetfronts and Public Life



## Community Reference Group

A Community Reference Group was formed, as an opportunity for active and highly engaged Town residents and businesses to provide early input and a local perspective, to shape the conceptual precinct plan scenarios.

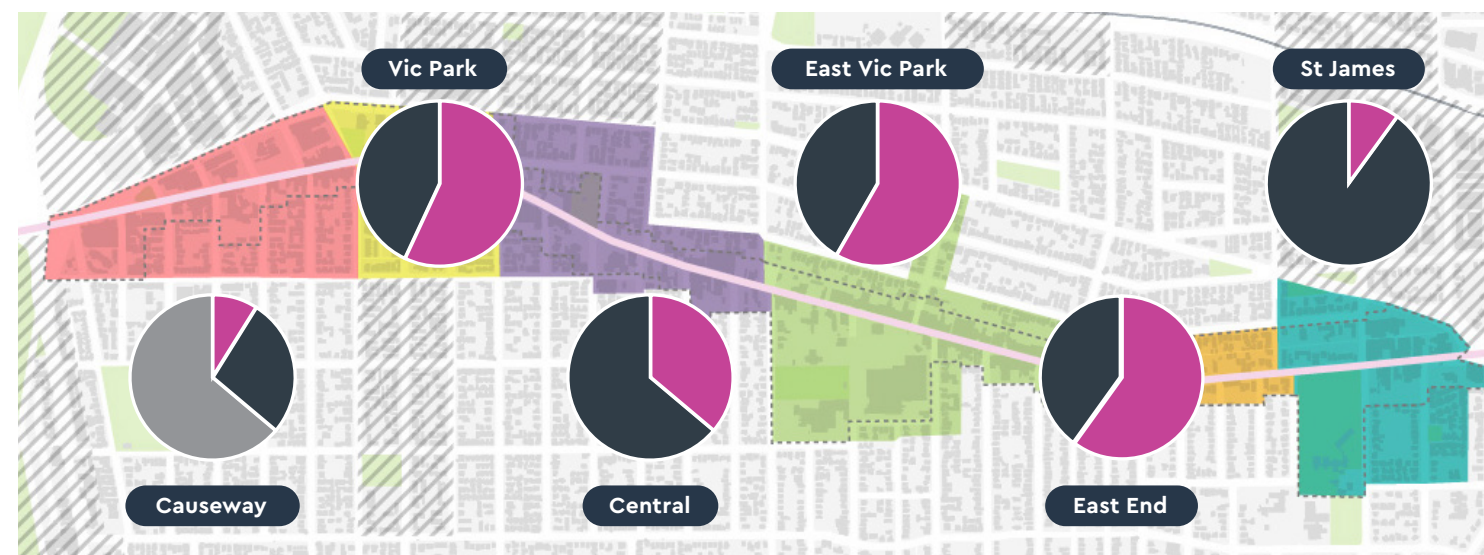
In August, 2022, the Town advertised an Expression of Interest process, for 6 x residents and 6 x businesses to be involved in the Albany Highway Precinct Community Reference Group.

The aim of the group was to provide early input into the design and development of a range of conceptual precinct planning options. The group was invited to participate in three 3-hour focus group sessions, interactive design exercises and closed-group online activities.

The successful candidates reflected a broad and diverse cross section of Town residents, business owners and well-known stakeholder organisations.

## CRG Feedback

### Distributed vs Concentrated



The diagram above illustrates the distribution of preferences for each scenario via precinct, as determined by the Community Reference Group.

## Focus Group Sessions

1. Ecology + Public Realm + Movement
2. Land use, Built Form + Urban Structure
3. Concept Review + Refinement

## Priority considerations

- Address local priorities, such as the lack of affordable housing and housing choice
- Prioritise diverse economic drivers for Albany highway (i.e. retail and employment over residential growth)
- Maintain a humble and comfortable character
- Ensure fairness and equity for both communities and developers
- Determine whether benefits and growth impacts should be distributed widely or limited in scope
- Understand how development transitions to surrounding neighbourhoods
- Practical and transparent mechanisms are important
- Ensure additional height delivers meaningful community benefits
- Prioritise culture, art, indigenous heritage and public realm improvements
- Overshadowing
- Ensuring a 'soft' transition
- Concerns about 'problematic' transition between concentrated redevelopment sites and single residential
- Ensuring sensitive development in precinct frame

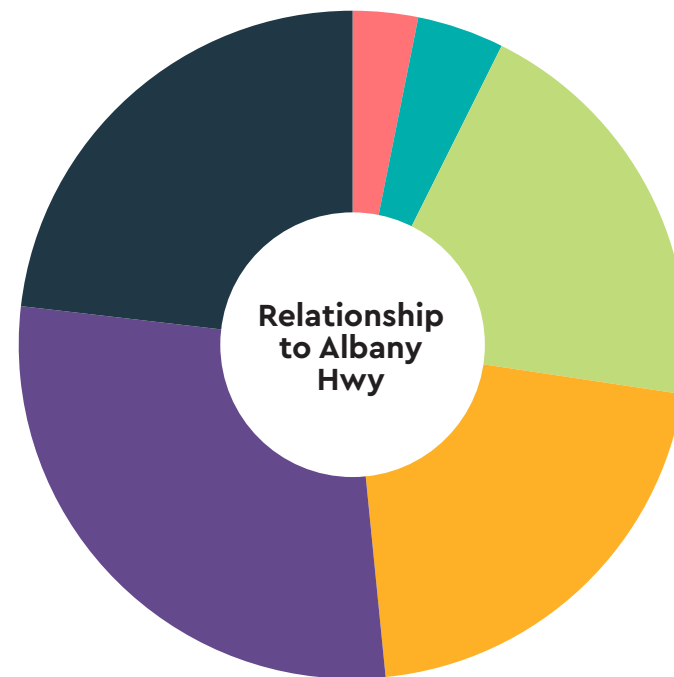


## Concept Design Summary Report – Survey

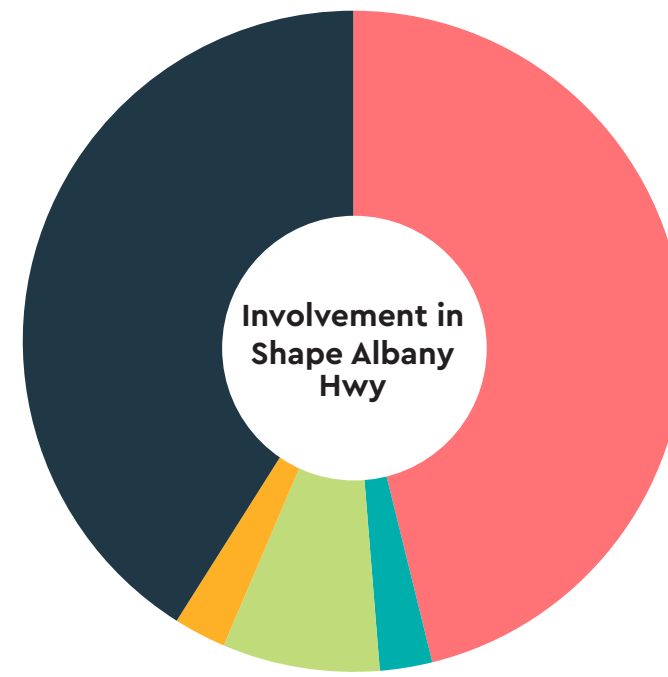
In response to the formal 4-week advertising period in May, there were over 1,200 visits to the project website – with 43% of visitors being informed by way of downloading a relevant document and 35 people were actively engaged and completed the survey.

Of those actively involved, nearly half had participated in previous phases of the Shaping Albany Highway campaign.

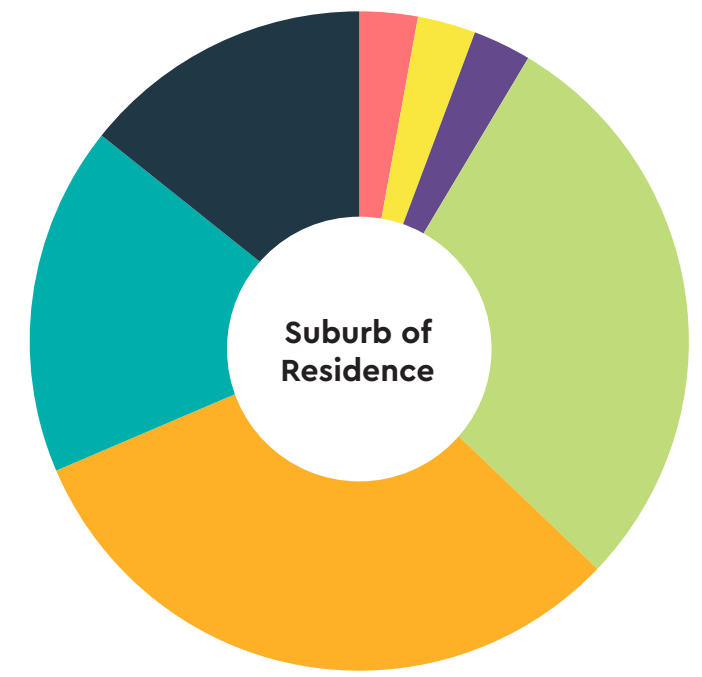
A majority of the respondents (75%), lived within the boundaries of the Albany Highway precinct.



- 3 I own/operate a business in the Town of Victoria Park
- 4 I work in the Town of Victoria Park
- 19 I commute through the Town of Victoria Park
- 20 I visit the Town of Victoria Park often
- 27 I am a Town of Victoria Park ratepayer
- 22 I am a Town of Victoria Park resident



- 18 I completed the community survey during stage 1
- 1 I completed the business survey during stage 1
- 3 I've met with Town staff about the project
- 1 I am a member of the stage 2 Community Reference Group
- 16 I haven't been involved yet



- 1 Burswood
- 1 Carlisle
- 1 Curtin University or Bentley
- 10 East Victoria Park
- 11 Victoria Park
- 6 St James
- 5 Other



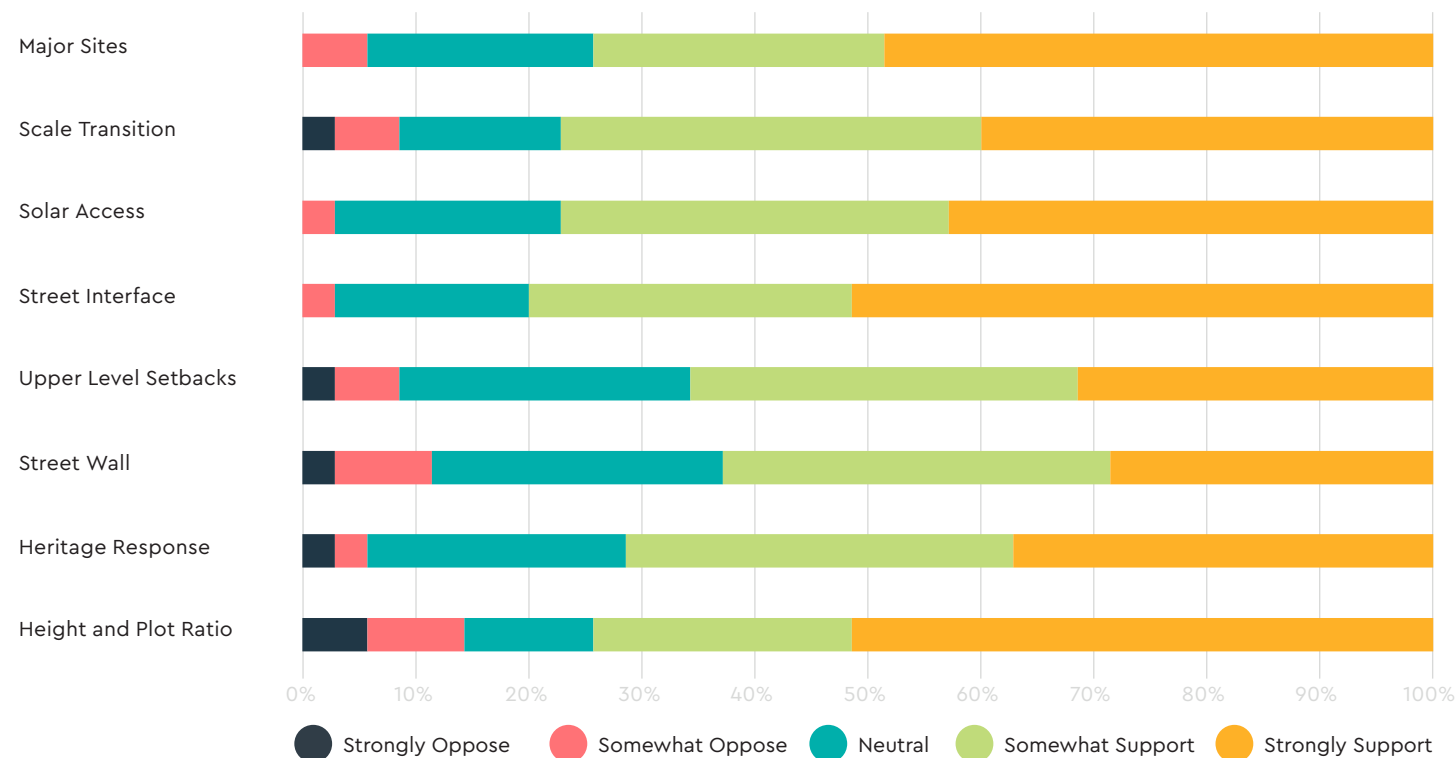
## Built Form Strategy

A Built Form Strategy was prepared as a key input into the Albany Highway Precinct Structure Plan (PSP). The PSP will ultimately include specific planning controls that regulate building design, size and location.

The Built Form Strategy outlined specific proposals for how development should occur on Albany Highway in the years to come. A series of built form principles were also further refined and developed, based on the agreed direction of the Albany Highway Tomorrow report. The principles were tested and explored with the Albany Highway Community Reference Group, and the broad community were asked to share their thoughts on the eight built form attributes and supporting principles that have shaped and informed the Built Form Strategy.

More than 70% of respondents showed either strong / somewhat support for major sites, solar transition, solar access, street interface, heritage response and height and plot ratio, and 60% of respondents supported the upper level setbacks and streetwalls.

### Built form attributes and supporting principles



### Comments

- The principles are great and I would like to see **higher densities along the strip** supporting a more vibrant, integrated Albany Highway. Please ensure that design principals are put in place that ensure the developments are beautiful! High quality materials and facades, especially at pedestrian level, must be mandated if we want people to embrace the development.
- The **heritage response seems aggressive**. It reserves huge section of the highway via adjacent restrictions. I would oppose any additional heritage listings
- The plan mentions some attention to **architectural quality**. I think that it's very important that new developments are required to meet the new national NatHERS guidelines (at the least).
- I would also love to see the Town of Victoria Park actively encouraging **non-profit housing** developing like Nightingale Co-op, which are working to create housing that's affordable, designed to support community, and not car-centric.
- Green roofs** added into the project would aid the concept too.
- I love the idea of diverse urban infill, with a mix of levels of density. **Preserving solar access and green spaces** (in part so that water can seep into the soil rather than all go as run-off) seems useful and important.
- For buildings with **no laneway or ROW then vehicle access may be an issue** – it might be preferred to limit the height of the building rather than increase the number of delivery trucks and vehicle traffic parking on Albany Hwy.
- All these **rules risk making redevelopment too difficult and costly** that nothing happens, have more trust that developers will produce quality outcomes
- Do not impose too much uniformity**. A suburb with a "haphazard" look (e.g. tall buildings near to short, various styles) has a lot more character than one with uniform development. Just make sure that all buildings are good quality and add to the precinct!
- I think **retail floorspace projections need careful examination** in light of technological trends.



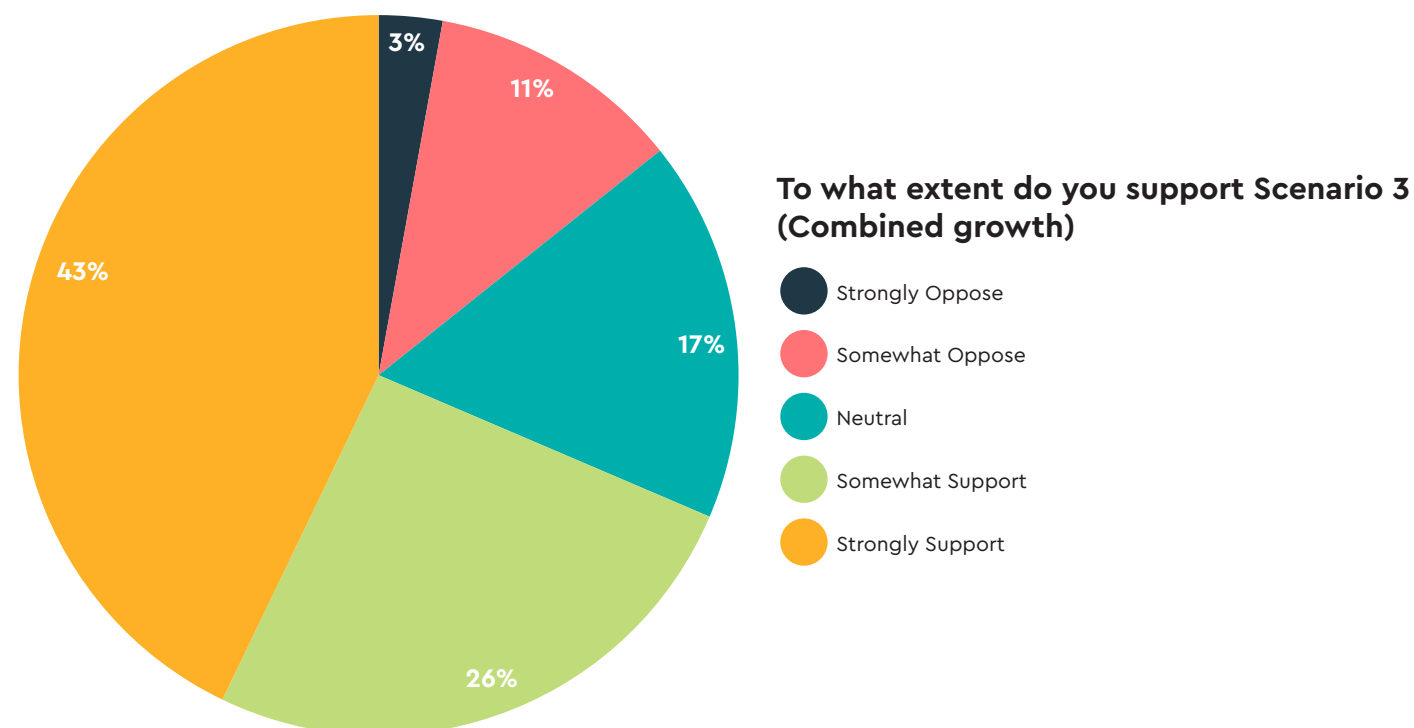
## Scenario Exploration

Three built form scenarios were developed and evaluated to arrive at the draft directions outlined in the Built Form Strategy.

The process commenced with two scenarios that explored **distributed** and **concentrated growth models**. Through consultation and review alongside the Community Reference Group, a third **combined scenario** was developed which incorporated varying elements of each. Ultimately, the combined scenario was a direct reflection of AHCRG feedback, and technical market and economic advice.

Key issues which were raised and addressed by the Community Reference Group and specifically informed the combined scenario approach included solar access, sensitive neighbourhood transition to new development, street activity and vibrancy, retail floorspace and development viability.

The broad community were also invited to comment on these scenario's through the community survey. Of the 35 survey respondents, **69%** either strongly supported, or somewhat supported the combined scenario.



### Comments

- Please ensure that developments at all concentrations are built with **people-centric** neighbourhood in mind.
- The combined approach seems excellent. We should not limit maximum height or the extent of growth
- I'd much rather see a **mix of urban density** than clearly-marked barriers between high- or medium- and low-density spaces.
- Please give thought, extra though and then think again about car access!!! Provide **good alternatives like e-scooters** and people will use them and reduce the number of cars and congestion.
- This is a **reasonable model if the distribution occurs to the north** of the highway. To the south of the highway, distribution should be limited. I.e. overshadowing should occur onto the highway, not onto southern single residential adjacent dwellings.
- Think everything should be **reviewed every five years**. Sometimes 'the review' can fix aspects that 'at the time' decision-makers thought was enough.
- I think there needs to be more growth overall. I believe Albany highway needs **concentrated growth** along the highway; it also requires growth in the blocks adjacent to the highway.
- It's good to have a variety of structures along the highway. However, **keeping the side roads primarily residential** is a key aspect of the area's character, so I would tend to favour building up the region along the highway. There is nothing worse than low-quality single-story retail



## St James

Over 70% of survey respondents either strongly supported, or somewhat supported the vision, land use focus and built form approach in St James.

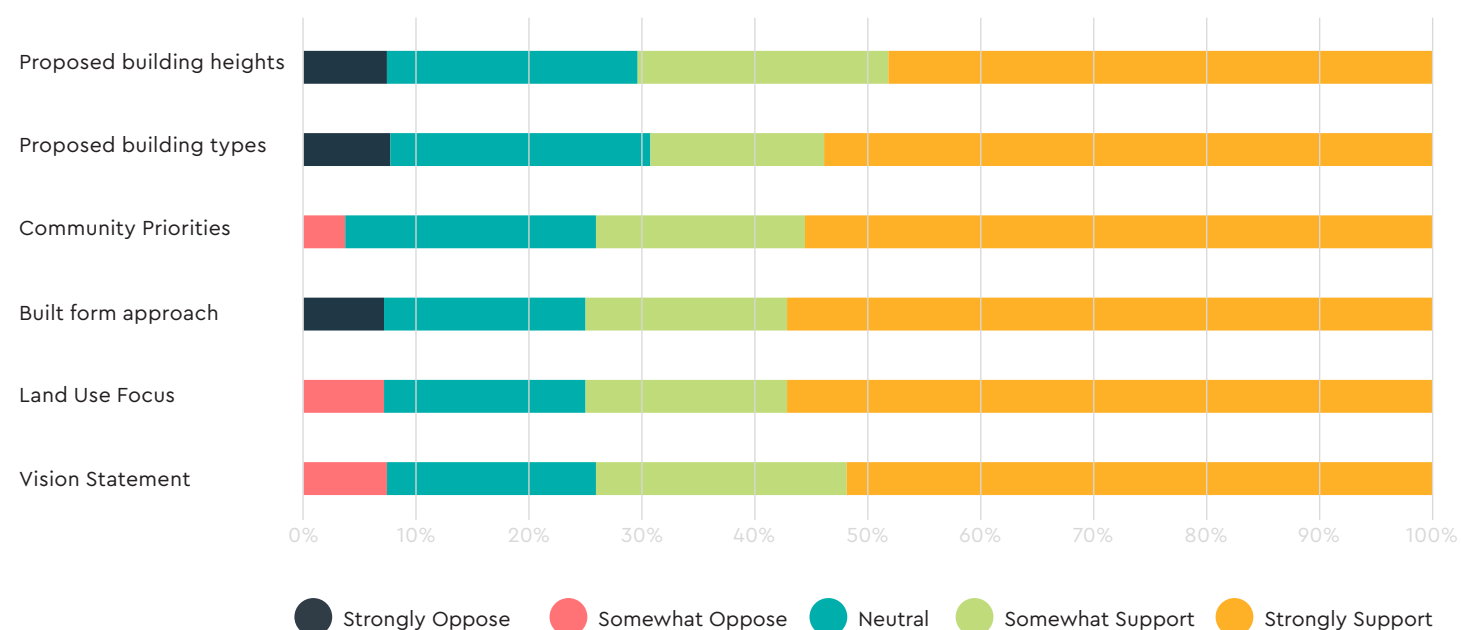
5–8% of respondents did not approve and were either strongly opposed or somewhat opposed to all areas.

Specific considerations included:

- Pedestrian / active transport priority
- Invest in community
- Make sure commercial does not impact on residential
- More trees and greenery
- Sustainable design (housing affordability)

In terms of community priorities, streetscape upgrades, design excellence and improvements to existing public open space was identified as most important.

### Vision and Growth Modelling – St James



### Vision, Land-use, Built Form – General Feedback

- This is my town centre and I'm excited to see a redevelopment that becomes a **real third place** for the community. I support the proposed building heights if they are well designed.
- Reconsider between Alday St and Hill View Tce to ensure that the **commercial doesn't impact on the residential**.
- It would be great to see more spaces that **prioritise pedestrians** and **active transport**, going beyond being pedestrian-friendly.
- What are the **implications for traffic** along Albany Hwy and Oats St? It's already quite a busy intersection, and am a little concerned about the effect that a number of new 8–14 story residential buildings will have.
- Could also be nice to consider fronting a **green pedestrian/cyclist** area between buildings rather than Albany Hwy.
- This is 'my' precinct and I have mixed feelings about the build for growth. It is necessary and it seems like St James is a logical target but I am concerned that the **community vision** will suffer at the expense of commercial infill.
- Great transport node with significant POS.
- This is worst part of the highway, yet had the highest height limits. Unlikely much of this area will be realised in reality ...
- **Get rid of the showrooms**, auto outlets, and other overly large bulky goods sites. Put the people stuff in, housing, retail, food, technology possible office opportunities.
- The more money spent bringing this area up from the forgotten bywaters to a modern pulsating urban area but keeping the open parkland and trees is urgently needed. The sooner the better. **More trees, less bitumen and roads**.



## Community Priorities

St James is plagued by being near major intersections. A focus on **making it less car-focused** would be appreciated.

Building a **strong sense of community** through placemaking is essential as St James often feels like the neglected cousin within the Town family.



There is a big enough public housing presence in St James without emphasising further affordable housing.

Create **urban forests**, provide habitat for plants and animals.

Prioritising housing that's not just affordable to buy/rent, but also **affordable to live in** (low heating and cooling costs, easy options for public transport/active transport so that cars are not needed).

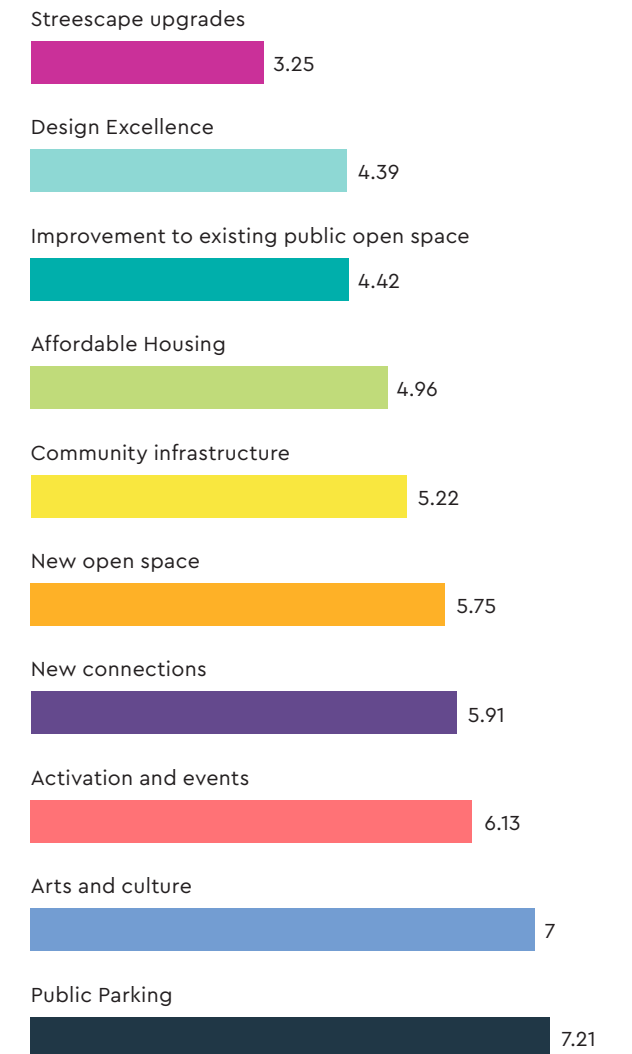
Introduce planning incentives that any new builds have **originality and character** in their design. Don't allow villa developers to do the cheapest, ugliest developments just for more profit. The community does not improve with those cheap buildings.

St James is an eclectic mix from the top to the bottom. I'd like to **see more traffic diverted out of St James** and across to the major roads and more emphasis on bike lanes and greenery.



**Technology hubs.** Where people can meet, learn, socialise, contribute.

### St James – Community Priorities (1 = highest priority, 10 = lowest priority)



## East End

Over 80% of survey respondents showed either strong or somewhat support for the vision, land-use focus and built form approach in the East End.

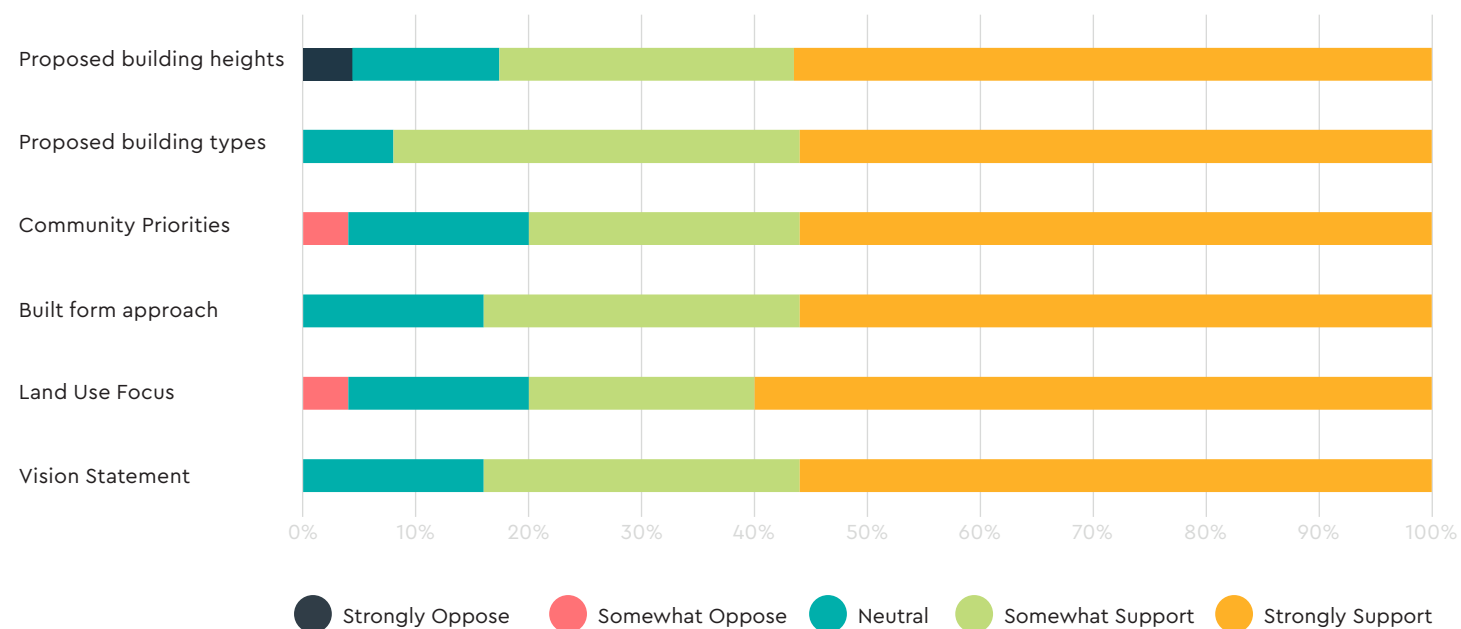
Nearly 90% showed support for the proposed building types. 5% of respondents were strongly opposed to building heights, and somewhat opposed to the land use focus.

Specific considerations included:

- Maintain high proportion of independent retailers
- Traffic calming and lower speed limits in adjoining residential streets
- Alternative transport options to address parking
- Building controls to promote attractive laneways
- Reduce vacant land and promote redevelopment
- Greater consultation with the property industry

In terms of community priorities, streetscape upgrades, improvements to existing public open space and design excellence was identified as most important.

### Vision and Growth Modelling – East End



### Vision, Land-use, Built Form – General Feedback

- It would be great to maintain the **high proportion of independent retailers** along the Highway. EVP is vibrant and unique compared to other retail strips where I've previously lived (such as Beaufort St) and maintaining that through the East End to St James is important.
- Some of the adjoining streets already seem to be struggling with car traffic and parking. Increased build-up of housing and commercial density along Albany Hwy may exacerbate that. Perhaps add **further traffic calming and lower speed limits** to some of the connecting residential streets to further discourage car traffic through here would help provide a better situation for residents.
- "Public parking" being marked as a priority should be interpreted as an indication that **parking is a problem that needs a solution** – e.g. alternative transportation options and improved walkability, not that the community wants more parking bays.
- I would support the development of building codes which ensure that **laneway developments are as attractive** as street developments.
- Reduce vacant land
- More height and more height in the surrounding streets
- **Housing redevelopment** is needed.



## Community Priorities

Some open/green spaces along EE3/EE4 would be nice – other parks/green spaces are not easily walkable. It's a lot nicer looking out over a green space than a road

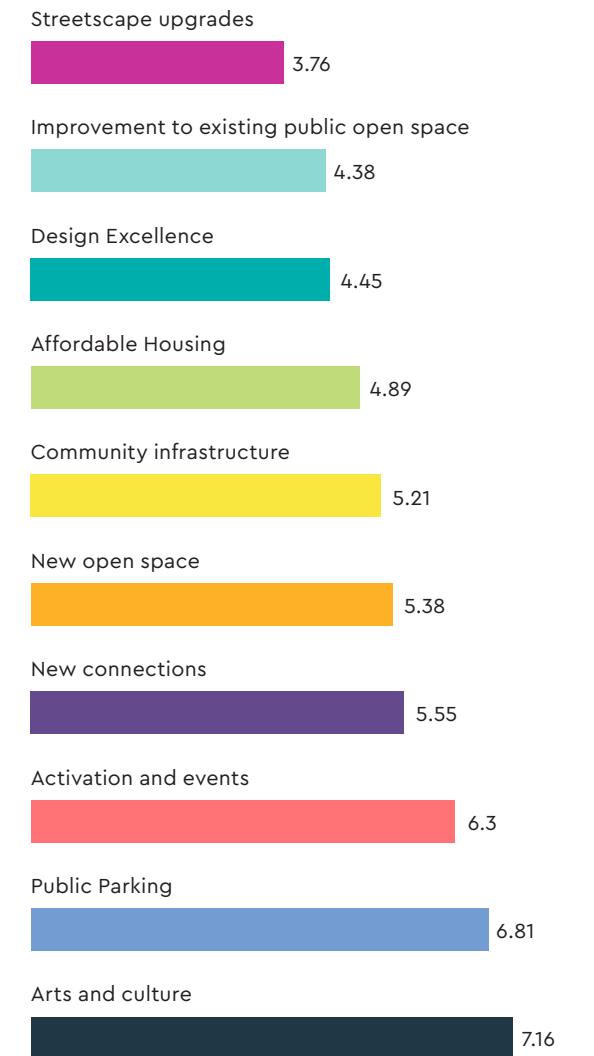
Parking short term bays for pickup of goods car, motorbikes, bicycle.



More consultation with property and development industry

Bus services need to increase. Lack of services.

### East End – Community Priorities (1 = highest priority, 10 = lowest priority)





## East Victoria Park

In East Victoria Park, more than 80% of respondents either showed strong or somewhat support for the vision, land-use focus and built form approach.

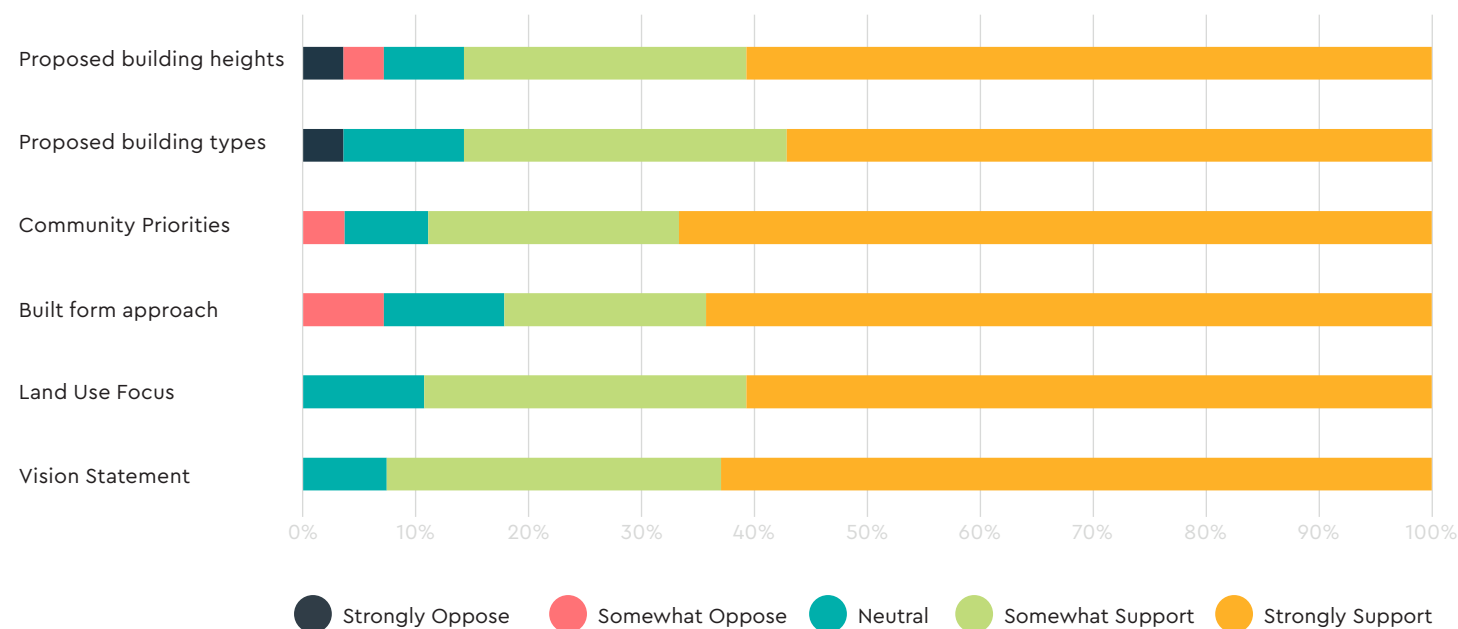
There was some opposition, with 5% noting a strong or somewhat opposition to building heights, types and built form approach.

Specific considerations included:

- Pedestrian friendly / active transport priority
- Invest / maintain community spaces at MacMillan
- Retain character and laneways
- Let businesses grow organically
- Improve / redevelop parking areas and
- Upgrade pathways

In terms of community priorities, streetscape upgrades, improvements to existing public open space and design excellence was identified as most important.

### Vision and Growth Modelling – East Victoria Park



### Vision, Land-use, Built Form – General Feedback

- I believe an opportunities will be lost by forcing larger developments out of central precincts. **East Victoria Park could do with significantly higher densities.** This could also be accomplished by up-zoning adjacent single family areas.
- We live just a street from the edge of the major development site, in a single-family house, and we support **increased urban density** near us.
- I hope that we can achieve more urban density while supporting **active transport and safe streets.**
- I note that the proposed development seems to go over the top of the **Vic Park Community Centre.** I hope that any new development will include community space like this ...
- Move all the car yards out and introduce new modern office and retail in the area. Make this the **new affordable option for large businesses** to set up rather than in the city.
- Let the **businesses there grow and change organically.** Council should not try to influence the types of businesses that operate on the strip.
- Improve **pedestrian walk ways and parking.**
- **Gazette the laneways** north of Albany highway to allow infill development and passive engagement.
- **Retaining the character** of the old buildings on Albany Highway will be crucially important. Alfresco dining with overhangs and shade is essential. The more density the better. Build in a playground and expand the library!



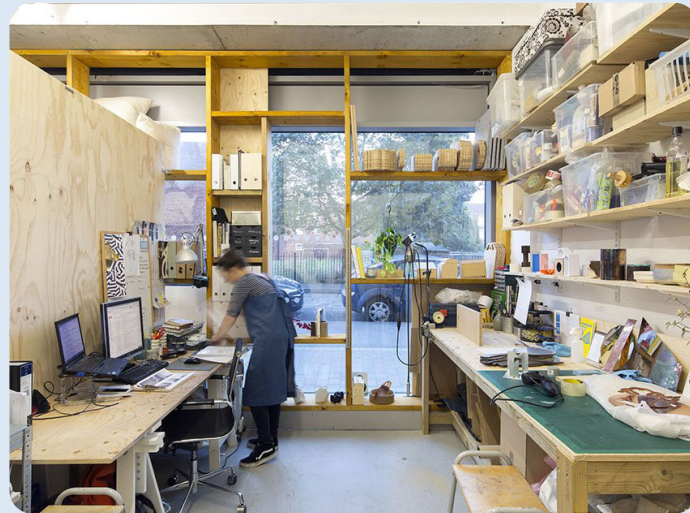
# Community Priorities

Living in this area, it's striking to me that we both have some lovely parks in the area, and that **it's impossible for small kids to walk safely** to any of them because of the traffic.

**Community gardens** and opportunities for people to grow their own food, green roofs, green walls, urban forests

Further engagement onto POS and laneways should be encouraged for passive surveillance to assist in safety and security.

**Pedestrian-friendly** areas



Address the eyesore that is the car park at the Park Centre, can landscaping or canopy cover be improved?

More public parking

Get the laneways put in (where they are missing). Push them in to be created, on the sections where there is none.



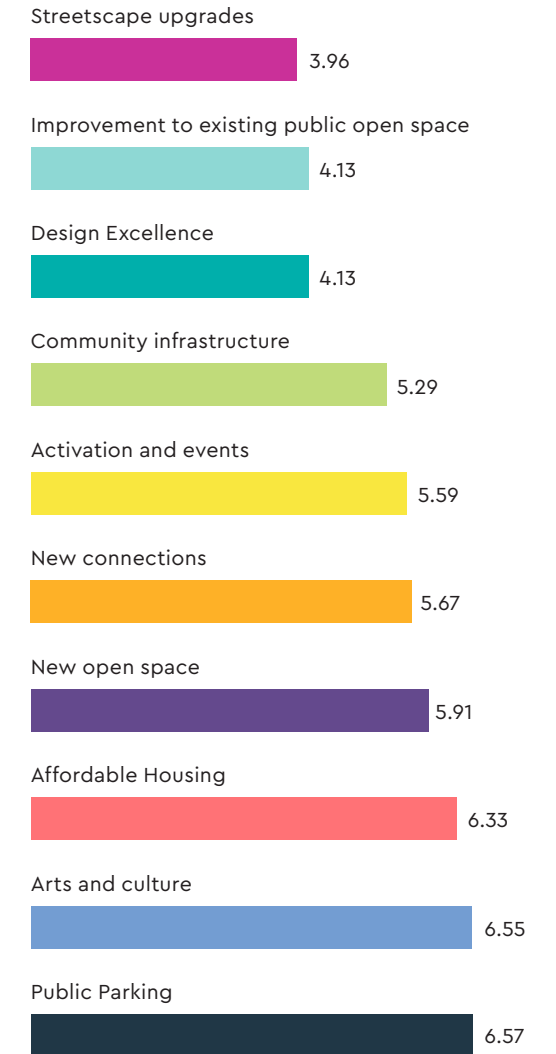
**Security** can be a bit sketchy.

Some shops need to have bins for their customer rubbish

Bus routes should not be closed for events

Modernise! **Look at opportunities to redevelop the car-park** behind IGA.

## East Victoria Park – Community Priorities (1 = highest priority, 10 = lowest priority)



# Central

In the Central area, around 80% showed strong or somewhat support for the vision, land-use focus and built form approach.

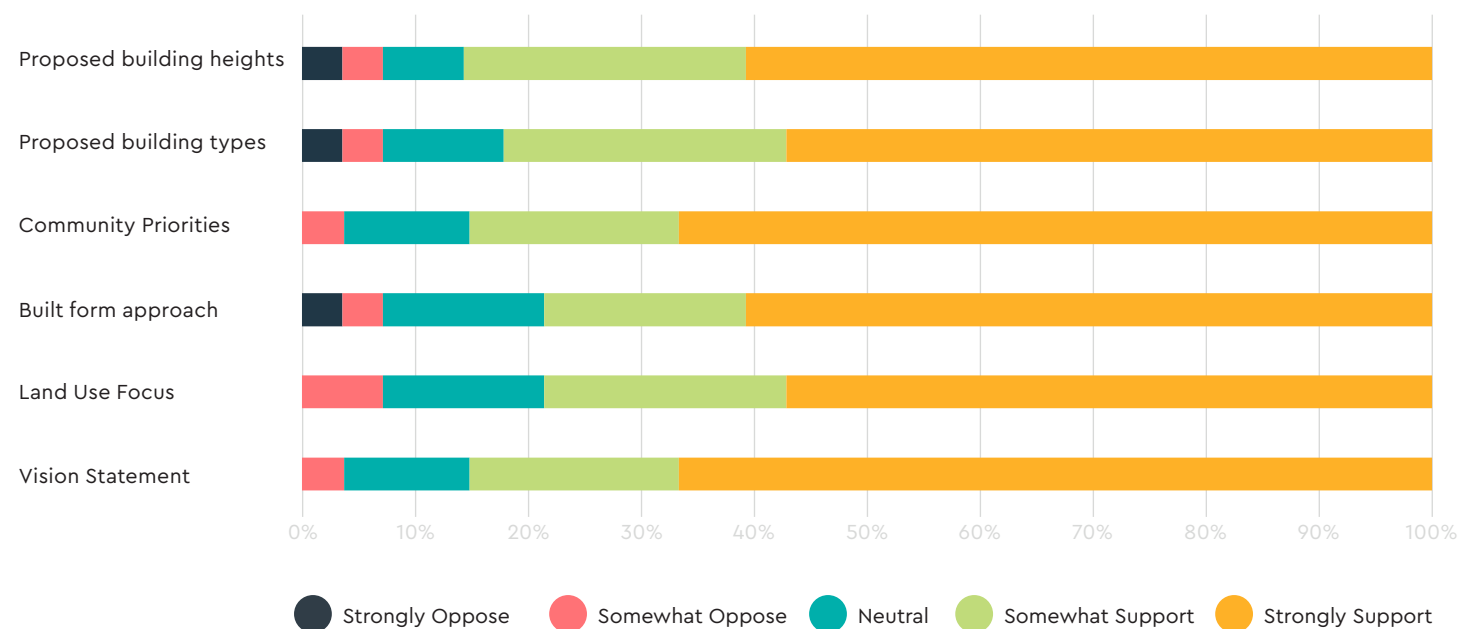
Around 5–8% showed a level of concern to proposed building heights, community priorities, land-use focus and building types.

Specific considerations included:

- Best location and opportunity to create a clean, green and welcoming space
- Prioritise greens space to support increased density
- Good connections and planning
- Traffic management and calming
- Improved pedestrian and cycle access
- Service commercial is not supported (car yards)

In terms of community priorities, design excellence, streetscape upgrades and affordable housing were identified as most important.

## Vision and Growth Modelling – Central



## Vision, Land-use, Built Form – General Feedback

- I would like to see the **community garden** retained here, and perhaps expanded so that people living in higher-density buildings had the option of a plot of (non-overshadowed) garden to use.
- Some of these **back streets should be very-low-speed for cars**, or even closed to cars.
- **No Industry in this urban area**. Keep all industry away from Albany Hwy. This should be retail and services area with emphasis on pedestrian access.
- Ensuring use of **ground level space** within new developments remains **usable to residents**
- **More residential low rise apartments**
- Improved pedestrian and bicycle access to East Vic Park should be a priority, along with getting rid of the car-yards if possible.
- **Traffic management** if you are going to have all these new apartments
- Focusing on housing to squeeze as many residents in as possible, into high rise buildings is a bad strategy....
- Please ensure the **design minimises the requirements for cars and traffic** along Albany Highway. This requires adequate connections and good planning.
- Focus on **strategic development site in single ownership** or control
- **Get rid of the car yards** and all that bitumen on them. Get the new laneways pushed in.
- What do you mean light industrial? **Not a fan of your 'service commercial' vision.**



# Community Priorities



If this is a residential area, preserving green spaces so that they work well for those living nearby is vital.

As in other areas, I would like to see any developments **build to NatHERS standards.**

This surely has to be the **best location with the best opportunity...** Make it great!! Make it **new, clean, green, welcoming**



Make appropriate provision for **off street residential parking**

More public parking

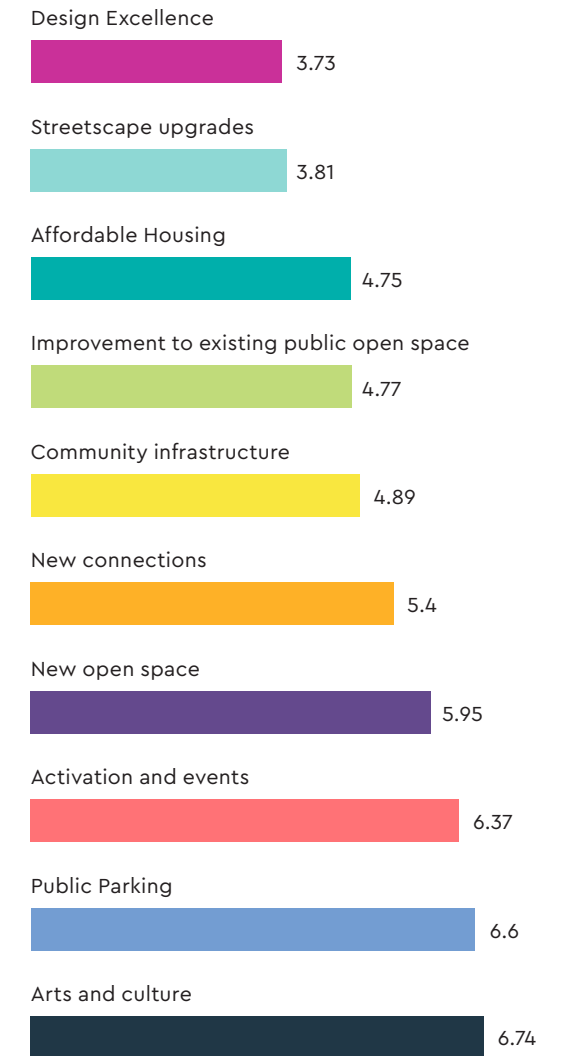
Electric buses. Definitely no trams

Night time activation is needed.



I would support any measures that make **active modes and public transport more attractive.**

## Central - Community Priorities (1 = highest priority, 10 = lowest priority)





## Victoria Park

Around 90% of survey respondents showed either strong/somewhat support for the proposed building types, heights and built form approach in the Victoria Park precinct.

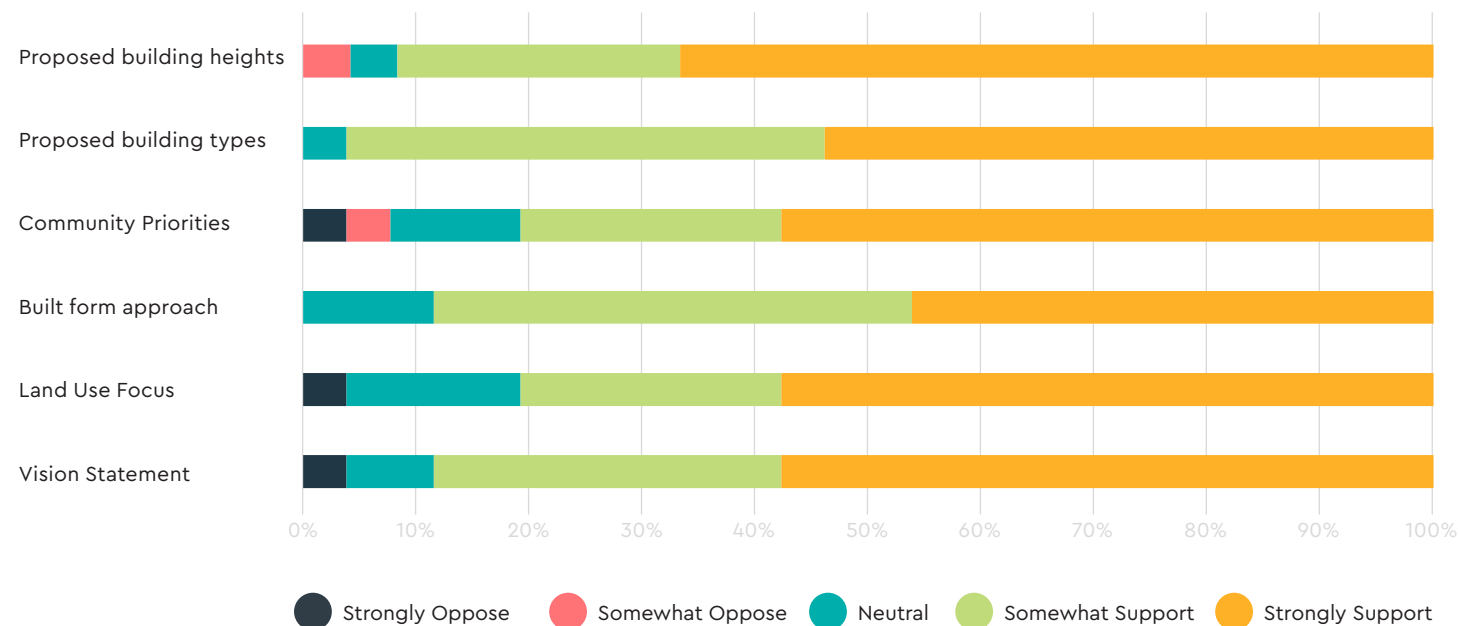
Around 8% raised concerns around the community priorities, land use focus and vision statement.

Specific considerations included:

- Pedestrian focused precinct
- Pedestrian / active transport priority
- Traffic and parking management
- Improve pedestrian and cycle paths
- High density residential
- More green space
- Night activation

In terms of community priorities, improvements to existing public open space, design excellence and streetscape upgrades were identified as most important.

### Vision and Growth Modelling – Victoria Park



### Vision, Land-use, Built Form – General Feedback

- There seems to be **limited green space** here – perhaps somewhat remedied if King George, Harper, and Leonard Street were closed to cars and had parklets along them?
- Make this area an **attractive alternative to the city** in both business and housing.
- Green roofs, green walls, opportunity for people to grow their own food, walkable, bikeable, urban forests, **encourage biodiversity**
- **Improve pedestrian and cycle paths.**
- **Remove/reduce parking and traffic.** Albany highway tends to be used as a thoroughfare when Shepparton is more appropriate.
- I think a great opportunity has been lost here to turn this part of Albany Highway into a **pedestrian focused precinct** on the weekend.
- Deliver high density residential. Modernise.





# Community Priorities



I think Urban Revolution is in this area, and I'd love to see them be able to stay (and have spaces to run workshops)!

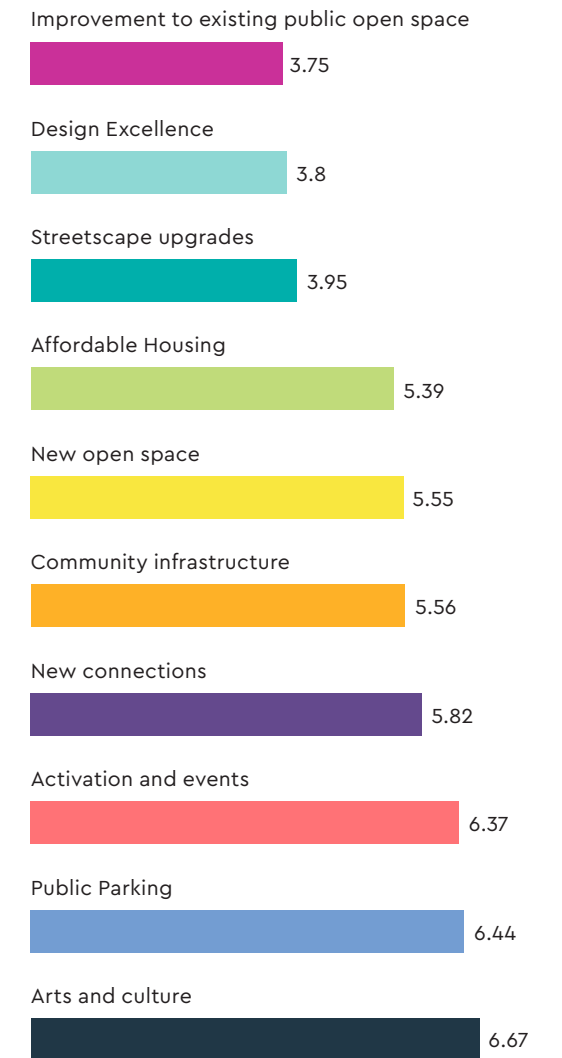
As a precinct with **multiple heritage buildings**, I would like to make sure they are part of the town's attractions.

**Night time community spaces.**



This area would benefit from **less through traffic**, can the road be designed to push north-south through traffic out to Shepperton Road so it is mostly used by destination traffic and public transport? Perhaps speed limit changes or a transit gate at Duncan Street or another location to push through traffic onto Shepperton Road?

## Victoria Park – Community Priorities (1 = highest priority, 10 = lowest priority)





## The Causeway

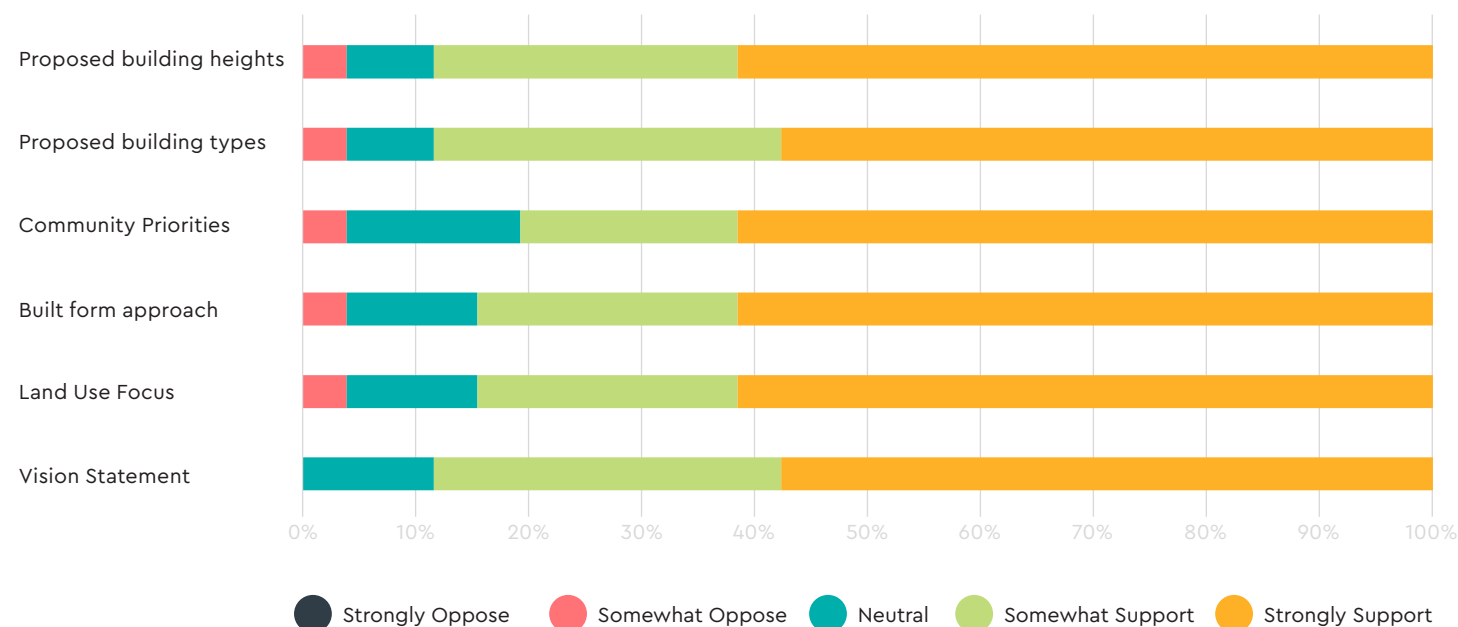
Nearly 60% showed strong support, and more than 80% of respondents showed strong / somewhat support for the vision, land-use focus and built form approach in the Causeway.

Specific considerations raised include:

- Remove the car yards
- Upgrade Shepperton Road streetscapes
- Remove light industrial areas
- Support light rail
- Ensure Mindeera Spring is more than a tokenistic representation

In terms of community priorities, streetscape upgrades, improvements to existing public open space and design excellence were identified as most important.

### Vision and Growth Modelling – The Causeway



### Vision, Land-use, Built Form – General Feedback

- LIGHT RAIL LIGHT RAIL YES YES YES entry to our beautiful community I am ashamed.
- Remove all car-yard and associated industries. Allow the development of this area to be the highlight to attract people to think and grow as part of Victoria Park and make this region the bright affordable alternative to Perth City.
- More height for everyone, more height into the side streets.
- Do not remove any streets, roads, parking or bridges – crazy ideas from the consultants.
- I think it is contradictory to talk of having high buildings and retaining car sales businesses. The high buildings are going to go up on the car yard sites.
- Get rid of the light industrial stuff on streets feeding into Albany Highway. Encourage residential redevelopment along streets feeding in as well.
- Just for the streetscape on Shepperton Road be made exciting. It is a disgrace right now and as the
- More public parking. Stop removing it for non-existent cyclists!





# Community Priorities

Green roofs, green walls, urban forests, conserve natural landscape, living shorelines and wetlands

You'll have to work hard on Mindeera Spring to make it more than tokenist indigenous representation.

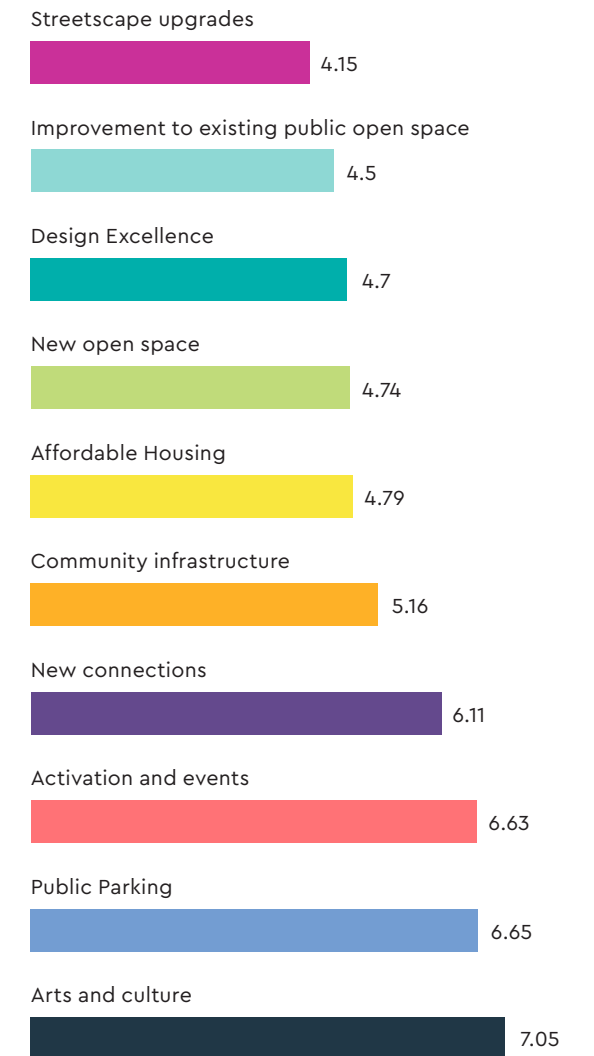


The Senior Citizens Welfare Association Inc is willing to create new community infrastructure for its residents and make it available to the general community.

Rethink public transport connections.

No more Homeswest Public Housing

## The Causeway – Community Priorities (1 = highest priority, 10 = lowest priority)





## Streetscape Typologies

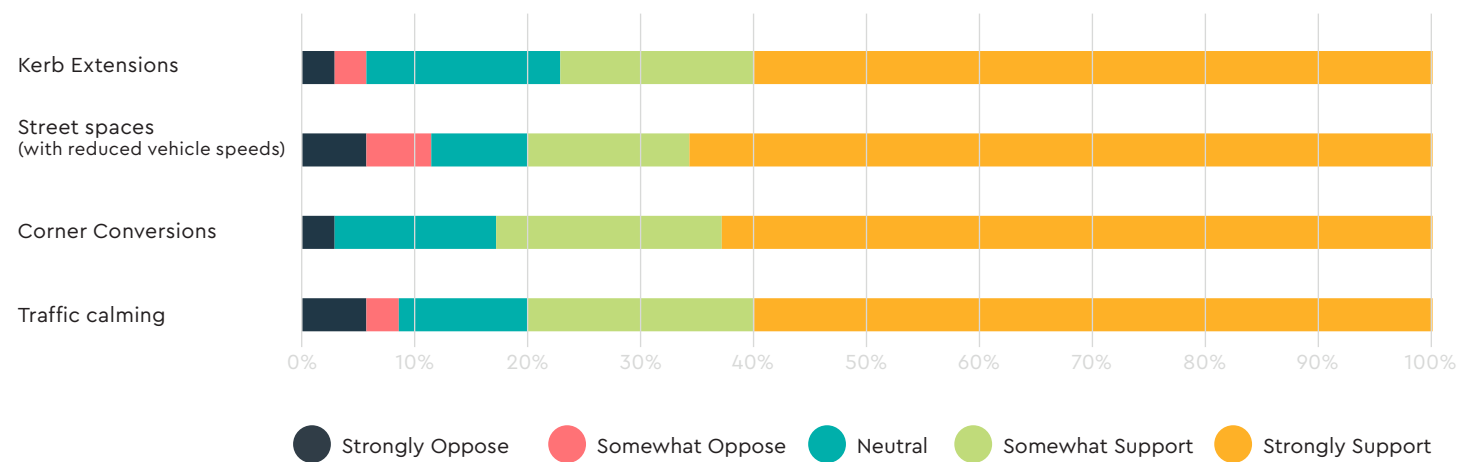
The Albany Highway Public Realm Strategy features a series of typologies that have been extracted from world's best practice examples of giving space back to people and the environment.

The community survey asked how strongly respondents supported the streetscape typologies proposed in the Public Realm Strategy. Approximately 80% of respondents either somewhat supported or strongly supported the types of interventions proposed, but there were mixed views in relation to balancing pedestrian and cycle activity, particularly along Albany Highway.

Specific considerations included:

- Consider the impact of local streets
- Better cycling infrastructure (missed opportunity)
- Accommodate micro-mobility

### Streetscape Typologies



### Summary Feedback

- Can we start implementing these, especially the short term items like kerb extensions, ASAP? I see so much car-pedestrian conflict in the St James centre, and putting some solutions in place, even on a trial basis, would be wonderful.
- The cycling infrastructure still lags the feedback given. The highest priority on every piece of feedback was more pedestrian and cycling friendly spaces.
- Keep the roads for cars and parking! Business needs cars
- Reduced curb radii and more pedestrian crossings with pedestrian priority are needed.
- I think these are all excellent ideas and sorely needed – I'd also propose closing some areas of Albany Hwy to vehicles completely
- E-scooter and the like are the way forward. Accommodate them now in design and construction, keep cars away from pedestrian areas
- The called "Local streets" in the draft Transport Strategy are not improved or explained and it's a concern.
- Would also be worth considering "Quick Stop" bays or diversion alternatives for the Uber eats drivers and deliveries etc.
- Do NOT bring more bikes into Albany Highway.
- I think there is a significant missed opportunity to turn Albany Hwy into a major cycling route
- I'd love to see this go further and have more parts of the Town of Vic Park completely blocked to cars.



## Movement and Mobility

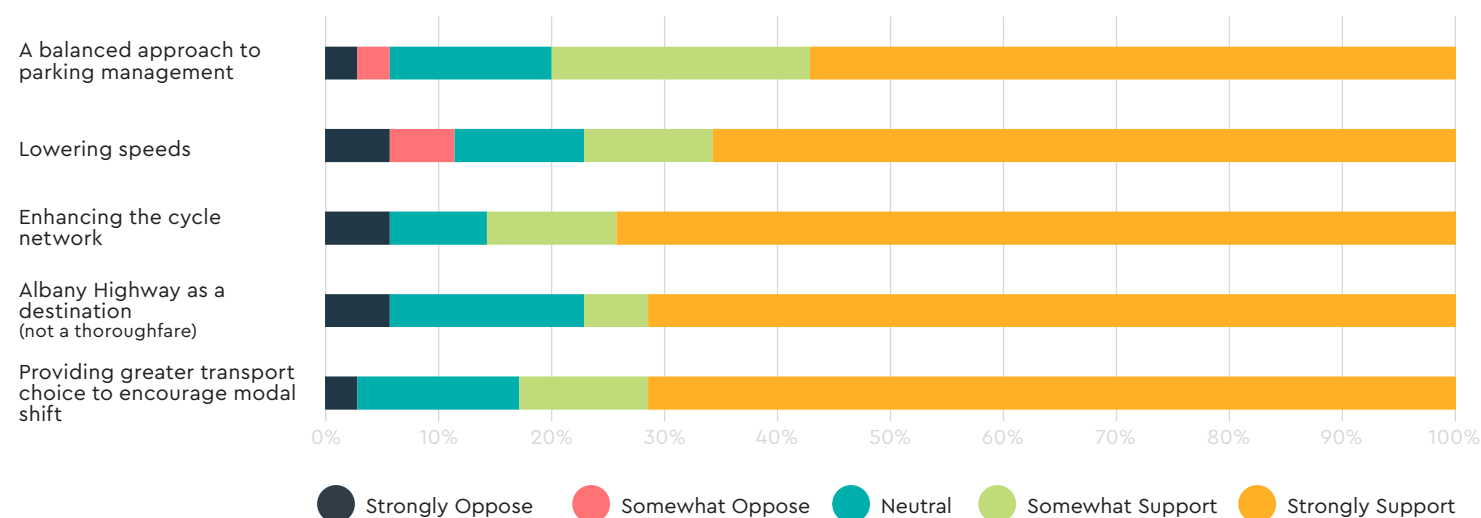
The Town's goal is to make it more pedestrian and cycle friendly, giving more space to people, planting and biodiversity. The Access and Mobility Report identifies several principals, which will underpin a move towards higher-quality public realm, and active transit options to help encourage modal shift.

The community survey asked how strongly respondents supported the movement and mobility principles. Between 70–80% of respondents either somewhat supported or strongly supported the principals proposed, but there were mixed views in relation to balancing pedestrian and cycle activity, particularly along Albany Highway.

Specific considerations included:

- Consider short-stay parking for pickups
- Public transit (bus) thoroughfares are important
- Design for walking, cycling
- Further discussion on access and inclusion needed

### Movement and Mobility Principles



### Summary Feedback

- I would love to see a bold implementation of strategy here.
- More needs to be done to support cycling. Specifically around infrastructure. These reports do not go far enough.
- Dynamic pricing and paid parking are excellent improvements.
- I love everything that's proposed, and I'd love to see it all extended to more car-free spaces, safer cycle infrastructure, fewer car spaces, etc.
- Given the number of restaurants along Albany hwy ... could be interesting to consider solutions such as dedicated 5 minute food pickup bays, or laneway access?
- Introduce a CAT bus system of the length of Albany Hwy.
- Parking management perceived a low priority (of the mobility report).
- Ensure appropriate off street parking for all residential types.
- In parts it is still needed as a bus thoroughfare. Don't let the buses get caught in car gridlock.
- I think a better solution than this "balanced approach" is working with transport connections to ensure that people do not need to take cars in the first place.
- Encourage more walking and cycling through design. Make the strip and venue more accessible for people with mobility issues. I have a wheelchair user in my family and some other shires do a much better job of accessibility.
- Albany Highway is a thoroughfare and not a destination. Destinations are along it such as Victoria Park Centre. Albany Highway isn't particularly cycle friendly due to the on street parking all the way along,

## Cross Sections

The Access and Mobility Report proposed a number of staged interventions to Albany Highway which aim to improve the environment for pedestrians and cyclists, and encourage a reduction in reliance on private motor vehicles.

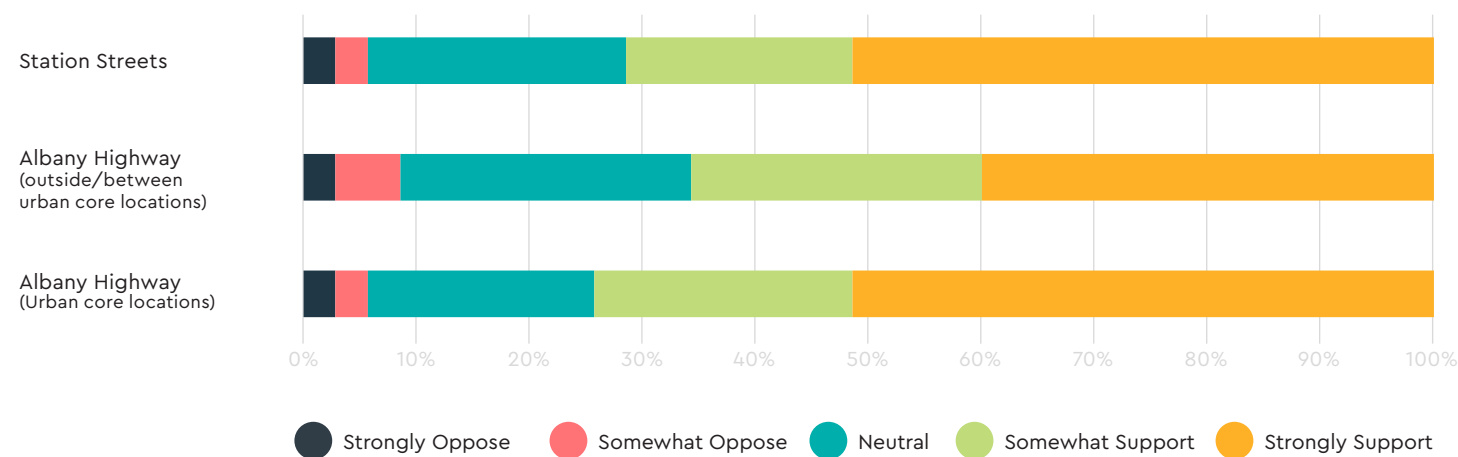
The community survey asked how strongly respondents supported the streetscape enhancements.

Just over 50% of respondents strongly supported the cross sections for Station Street, and the urban core locations, while 40% showed strong support for the Albany Highway areas outside / between the urban core.

Specific considerations included:

- Improved cycling infrastructure
- Extend Oats Street Enhancements (to Curtin)
- Retain / invest in public parking
- Improve crosswalks

### Cross Sections



### Summary Feedback

- I live on Hill View Terrace and would strongly support the continuation of the Oats Street streetscape enhancement proposal the whole length of the road to Curtin (as well as the addition of some safer places for kids to cross the street to get to Millen PS)...
- The 'outside' sections do not do enough to protect cyclists and so undermine the other treatments.
- PLEASE MORE COPENHAGEN STYLE BICYCLE LANES. I would love to see more areas accessible with protected bike lanes that allow people to safely cross intersections...
- I cycle down Albany Hwy a bit and I think these changes are sorely needed – it doesn't feel safe at the moment.
- Improved utilisation of train stations, particularly Victoria Park will be benefited by proposed changes.
- Albany Highway and Shepperton Road is a significant barrier to east-west movement. Please improve crossing opportunities on all roads. Key to getting people on transit will be the local bus (and possible future transit) on Albany Highway and Shepperton Road.
- "Repave road and footpaths using higher quality materials" – why?
- The widened footpaths should be utilised for both pedestrians and dedicated bike lanes on both Albany Highway and the Station Streets. Separated cycling infrastructure is woefully under-represented in the Town and its introduction would represent a step change in the Town's transport network.
- Crosswalks it is a pedestrian area make the streets to fit the use not just for cars
- Where are people going to park? There is already insufficient parking blocking up nearby streets. If you reduce parking on Albany Highway without building more car-parks (which isn't in this strategy) then people will start to avoid the area because they can't park when they arrive.
- Why not provide buses that connect directly with train arrivals? Or a scooter/bike hire system?



## General Comments

A summary of the general sentiment captured through the final comments is detailed below.

Respondents were broadly very satisfied with the plans proposed, which are considered by the majority to reflect a balanced and reasonable approach.

In particular, strategies to promote urban vitality, people-centric, pedestrian and cycle friendly, green and safe streets are strongly aligned to local expectations.

Building a beautiful, people-centric, car-lite urban centre is exactly what the ToVP should be doing and I'm very excited by everything I see here. I hope we can implement many of the short term strategies almost immediately.

The broad thrust is excellent and well-considered. A 'build it and they will come' mindset around traffic modes would be beneficial.

Overall the plan is balanced and well thought out, but the opportunity is available for the Town to be more ambitious in making it a liveable, vibrant locality. The Town clearly has the support of the majority of residents and now is not the time for half measures.... The Town has a unique streetscape that could be transformed into an exemplar for Perth and Australia with relatively modest changes to the plan. In particular the inclusion of dedicated (low speed) bicycle lanes and infrastructure would open up the Albany Hwy precinct for residents and commuters.

Key focus should be on making the area more pedestrian and cyclist friendly, which will enable local residents to move around more easily and encourage more people to want to buy into the area or visit.

More even height for ALL property owners. More height into the side streets. Prioritize cars and car parking.

Please remember that Vic Park is not just a suburb but a series of areas each with different characteristics. The further you go away from the river, the more residential it becomes. We want to keep the nice mix but make it a more green safe place. It is a place we should be saying that residences 'don't need a car - and support downsized living.

Overall, I think this plan is fantastic. The one final thing I'd suggest is addressed is rooftop space. I.e. aim to have roof space not be wasted, but either used commercially (rooftop bars), for solar power generation, or to create green space for urban cooling and pollution reduction.

Thanks to the Town for the huge effort to put all the information in place and work so hard to look all the angles of such big project.

This is really great. It's great to see the Town move in such a more people-focused direction.

Growth and modelling strategies are only likely to be realised if the ToVP's planning strategy makes it commercially viable for land owners of strategic development sites be commercialised given current land prices and construction costs. If the ToVP wants quality infill on Albany highway they need to provide incentives for good development along Albany Highway and preserve the leafy streets of the rest of Victoria Park...

Please: more bike lanes, more well-built affordable housing, more pedestrian-friendly spaces, as soon as possible.

## Major Site Submissions

Major landowners who made submissions were generally supportive of the process to date and vision for re-imagining the Albany Highway Precinct.

Refer to below Significant Sites Plan from the Albany Highway Tomorrow report and overleaf for a summary of comments.



- ① Causeway Car Yards and Warehouse Sites
- ② Victoria Park Central and Memorial Garden Sites
- ③ Central Caryard Sites
- ④ Town Macmillan Precinct Sites
- ⑤ Hawaiian's Park Centre Site
- ⑥ St James Commercial Sites



- Vision shared between the Town and landowners for major retail sites to evolve into multi-experiential, mixed-use precincts with a new pedestrian network and spaces
- There was some opposition to a Corner Conversion space on the corner of Albany Highway and Sussex Street, on the grounds that other similar spaces will be provided within the adjacent Major Site
- The private ownership of the majority of Sussex Street needs to be reflected in the PSP
- Opportunity to better integrate the proposed cycle network/micro mobility corridors through Major Sites in certain locations
- The Mint and Albany Highway intersection needs to be fully considered at PSP stage to ensure it can accommodate increased demand and multi-modal transport needs
- Off street parking for public use is needed in several locations along Albany Highway and there should not be over reliance on Major Sites. This type of parking on Major Sites should be recognised as a community benefit
- The Town and the PSP should strongly advocate for the delivery of light rail along the 'Knowledge Arc' route between Curtin University and UWA via Albany Highway.
- One Major Site landowner is seeking significant increases to proposed building heights, given the scope for significant community benefits resulting from redevelopment. Another owner of a smaller Major Site felt that there are inadequate height allowances and inconsistent identification of appropriate height limits on specific sites when evaluated in context and against adjoining properties
- Supportive of the Community Priorities outlined in the Draft Built Form Strategy
- Any future community benefits framework must be subject to detailed consultation. It needs to be robust, equitable and transparent, providing certainty to landowners and the community that they will be delivered
- Major open spaces identified for Major Sites that comprise multiple landowners need to be distributed in a way that is equitable and practical for staged delivery
- New pedestrian laneways should count towards public open space contributions and attached to a community benefit mechanism
- Public art contribution eligibility should be expanded to include streetscape upgrades
- Fixing existing issues associated with the Shepperton Road underpass to Ursula Frayne High School should not be the sole responsibility of the shopping centre owner as part of future redevelopment, especially given the signalised at grade crossing at Duncan Street
- Concerns about removal of on street parking on Albany Highway, particularly the added pressure this may place on parking within private land
- Further consideration is required about aligning plot ratio, solar access and maximum building height provisions to provide greater consistency and certainty to the community and landowners
- There were some concerns that there is too much emphasis on providing solar access to Albany Highway and adjoining low density properties
- Most major landowners are supportive of Local Development Plans being the primary development control mechanism, with the Precinct Plan providing flexibility.
- Some opposition to Local Development Plans, concerned there would be double-up with the Precinct Plan (would support the approach if additional height is proposed)
- On one of the smaller Major Sites, there was opposition to a new green space and connections, in favour of enhancements to an existing street
- One major landowner believes the PSP must allow for the retention and expansion of existing commercial activities, including car yards, provided they have a suitable built form



## Conclusion

### Next Steps

The stage 2A concept design process has built on the stage 1 engagement outcomes, and has been supported by a comprehensive and extensive engagement process.

The process was widely promoted and gained a high level of awareness. The feedback has provided valuable insights, and the data indicates the community, landowners and key stakeholders are broadly supportive of the proposed recommendations put forward.

This feedback will guide and inform the next phase of the process, to prepare the Draft Precinct Structure Plan and Public Realm Guidelines.

These documents will be prepared over the next six months. They will be presented as draft documents for Elected Members to endorse for consent to advertise at the back end of the year, and subsequently once again, advertised for formal comment.





