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# TOWN OF VICTORIA PARK
# REGISTER OF DELEGATIONS

The following is the register of delegations for the purposes of sections 5.18 and 5.46 of the *Local Government Act 1995* (WA) which includes all delegations made by the Council of the Town of Victoria Park under section 5.42 of the *Local Government Act 1995* (WA), section 127 of the *Building Act 2011* (WA), section 48 of the *Bush Fires Act 1954* (WA), section 44 of the *Cat Act 2011* (WA), section 10AA of the *Dog Act 1976* (WA), section 118 of the *Food Act 2008* (WA), section 16 of the *Graffiti Vandalism Act 2016* (WA), section 21 of the *Public Health Act 2016* and Schedule 2 clause 82(1) of the *Planning and Development (Local Planning Schemes) Regulations 2015* (WA).

The delegations made within this register were made by the Council of the Town of Victoria Park by a resolution passed by an absolute majority of the Council.

Signed, for the Council –

_____

Karen Vernon

Mayor

On the of the 2021

# TOWN OF VICTORIA PARK
# REGISTER OF DELEGATIONS AND SUB-DELEGATIONS

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## Guidance Notes

Council is responsible for the overall government of the Town's affairs and the performance of the Town's functions. The CEO is responsible for the management of the day to day operations of the Town. Delegations are made by the Council and the CEO under relevant legislation in order to enable the efficient and orderly governance of the Town.

In managing the delegations and sub-delegations the following principles are to be obeyed:

(a) all delegations must be consistent with the relevant legislation (including Acts, Regulations, Local Laws and the external conditions of granting bodies).

(b) the exercise of delegations must be consistent with the policies of the Town and the Town's budget and financial position.

(c) delegations are to be worded so that they are exercisable by a committee or the holder of a position, including anyone acting in that role, not by a specified individual.

(d) delegations cannot authorise anything to be done that could not be done by the person or body delegating the function.

(e) delegations may be subject to such conditions as may be set by the delegator and the delegate must adhere to those conditions.

(f) a delegator may at any time, regardless of their delegation:

    (i) exercise the delegated function; or

    (ii) revoke or vary the delegation, in writing.

(g) a delegate exercises a delegated function in their own right, not as an agent (or on behalf of) the delegator.

(h) a true delegation only exists when the delegate in exercising the delegation is not expected to consult prior to making any decision with a superior body or role.

(i) a delegation cannot be exercised by a person with a conflict of interest, if a conflict of interest exists, it must be declared and dealt with in accordance with the Act.

(j) the principles of delegation above apply generally to sub-delegation.

(k) sub-delegations should reflect the Town's organisational structure, responsibility and accountability.

(l) sub-delegation should only be made to roles that should be substantively qualified to make that decision and will regularly be expected to make that decision.

(m) the levels of authority are hierarchical through line management up to and including the CEO. Generally, any function exercisable by a delegate would be exercisable by the delegate's supervisor or line manager, providing due regard is had to requirements of professional qualifications or membership.

(n) sub-delegations should place decision-making authority as close as possible to the point of service delivery and minimise steps in decision-making processes, enabling decisions to be made faster and therefore be more responsive to the needs of stakeholders.

(o) a delegation authorising the expenditure of Town funds is to be limited to authorising expenditure within the budget approved by the Council. A delegate who incurs expenditure beyond or without an approved source of funds is liable for that expenditure.

(p) where a document must be executed under the Common Seal of the Town, it must be in accordance with the relevant Council resolution authorising its use and must be registered in the Common Seal Register.

# TOWN OF VICTORIA PARK
# REGISTER OF DELEGATIONS AND SUB-DELEGATIONS

The following are the delegations made by the Council of the Town of Victoria Park under section 5.42 of the *Local Government Act 1995 (WA)*, section 127 of the *Building Act 2011 (WA)*, section 48 of the *Bush Fires Act 1954 (WA)*, section 44 of the *Cat Act 2011 (WA)*, section 10AA of the *Dog Act 1976 (WA)*, section 118 of the *Food Act 2008 (WA)*, section 16 of the *Graffiti Vandalism Act 2016 (WA)*, section 21 of the *Public Health Act 2016 (WA)* and Schedule 2 clause 82(1) of the *Planning and Development (Local Planning Schemes) Regulations 2015 (WA)*.

## Part 1 – Local Government Act 1995 and Regulations

### Division 1.1 – Council to the Chief Executive Officer

#### 1.1.1 Appoint Authorised Persons

| | |
|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO |
| **Express Power or Duty Delegated:** | *Local Government Act 1995*:<br>3.24 Authorising persons under this subdivision<br>9.10 Appointment of authorised persons |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | 1. Authority to appoint persons or classes of persons as authorised persons for the purpose of fulfilling prescribed functions within the *Local Government Act 1995* and its subsidiary legislation, including Local Government Act Regulations, the *Local Government (Miscellaneous Provisions) Act 1960* and Local Laws made under the Local Government Act.<br>2. Authority to appoint authorised person for the purposes of the *Graffiti Vandalism Act 2016 (WA)*. |
| **Council Conditions on this Delegation:** | 1. Each appointed Authorised Person is to be recorded on the Register of Authorised Persons, issued a certificate detailing their authorisation and an identity card.<br>2. Only persons who are appropriately qualified and trained may be appointed as Authorised persons. |
| **Express Power to Sub-Delegate:** | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees |
| Compliance Links: | N/A |

| Record Keeping: | | Instruments or Certificates of Authorisation – Copies are to be retained on the Authorised Person's personnel file.<br>A record of each Authorisation is to be retained in the Authorised Persons Register, retained as a Local Government Record.<br>Exercise of authority to be recorded in TRIM. | | | |
|---|---|---|---|---|---|
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 16/7/2019 | Council | 134/2019 | Item 11.2 |
| 3 | Amended | 19/5/2020 | Council | 393/2020 | Item 11.1 Annual Review |

### 1.1.2 Compensation for Damage Incurred when Performing Executive Function

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Local Government | | | |
| **Express Power to Delegate:** | | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO | | | |
| **Express Power or Duty Delegated:** | | *Local Government Act 1995*:<br>3.22(1) Compensation<br>3.23 Arbitration | | | |
| **Delegate:** | | **Chief Executive Officer** | | | |
| **Function:** | | 1. In accordance with the section 3.22 procedures, assess and determine the extent of damage to private property arising directly from performance of executive functions and make payment of compensation.<br>2. Where compensation is unable to be determined and agreed between parties, give effect to arbitration in accordance with section 3.23. | | | |
| **Council Conditions on this Delegation:** | | Delegation is limited to compensation payments which do not exceed $1,000. | | | |
| **Express Power to Sub-Delegate:** | | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees | | | |
| Compliance Links: | | N/A | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |

### 1.1.3 Notices requiring certain things to be done by owner or occupier of land

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Local Government | | | |
| **Express Power to Delegate:** | | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO | | | |
| **Express Power or Duty Delegated:** | | *Local Government Act 1995*:<br>3.25 Notices requiring certain things to be done by owner or occupier of land<br>3.26 Additional powers when notices given | | | |
| **Delegate:** | | **Chief Executive Officer** | | | |
| **Function:** | | 1. Give a person who is the owner and occupier of the land a notice in writing requiring a person to do a thing required under Schedule 3.1 of the *Local Government Act 1995*.<br>2. Do anything necessary to achieve the purpose for which the notice was given under section 3.25.<br>3. Recover the cost from the person who failed to comply with the notice given under section 3.25 of anything done by the Town to meet the requirements of that notice. | | | |
| **Council Conditions on this Delegation:** | | Nil. | | | |
| **Express Power to Sub-Delegate:** | | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees | | | |
| Compliance Links: | | N/A | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 01/07/2020 | CEO | - | Annual Sub-delegate Review |

### 1.1.4 Powers of Entry

| | |
|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO |
| **Express Power or Duty Delegated:** | *Local Government Act 1995*:<br>3.28 When this Subdivision applies<br>3.32 Notice of entry<br>3.33 Entry under warrant<br>3.34 Entry in an emergency<br>3.36 Opening fences |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | 1. Authority to exercise powers to enter onto land to perform any of the local government functions under this Act, other than entry under a Local Law.<br>2. Authority to give notice of entry.<br>3. Authority to seek and execute an entry under warrant.<br>4. Authority to execute entry in an emergency, using such force as is reasonable.<br>5. Authority to give notice and effect entry by opening a fence. |
| **Council Conditions on this Delegation:** | Delegated authority may only be used, where there is imminent or substantial risk to public safety or property. |
| **Express Power to Sub-Delegate:** | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees |
| Compliance Links: | *Local Government Act 1995:*<br>9.10 Appointment of authorised persons – refer also 3.32(2)<br>Part 3, Division 3, Subdivision 3 – prescribes statutory processes for Powers of Entry<br>3.34(2) Entry in an emergency |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
|---|---|---|---|---|---|
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 01/07/2020 | CEO | - | Annual Sub-delegate Review |

### 1.1.5 Declare Vehicle is Abandoned Vehicle Wreck

| | |
|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO |
| **Express Power or Duty Delegated:** | *Local Government Act 1995*:<br>3.40A(4) Abandoned vehicle wreck may be taken |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | Declare that an impounded vehicle is an abandoned vehicle wreck. |
| **Council Conditions on this Delegation:** | Disposal of a declared abandoned vehicle wreck to be undertaken in accordance with Delegated Authority 1.1.6 Confiscated or Uncollected Goods or alternatively, referred for Council decision. |
| **Express Power to Sub-Delegate:** | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees |
| Compliance Links: | N/A |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
|---|---|---|---|---|---|
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 01/07/2020 | CEO | - | Annual Sub-delegate Review |

### 1.1.6 Confiscated or Uncollected Goods

| | |
|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO |
| **Express Power or Duty Delegated:** | *Local Government Act 1995*:<br>3.46 Goods May be withheld until costs paid<br>3.47 Confiscated or uncollected goods, disposal of<br>3.48 Impounding expenses, recovery of |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | 1. Authority to refuse to allow goods impounded under 3.39 or 3.40A to be collected until the costs of removing, impounding and keeping them have been paid to the local government.<br>2. Authority to sell or otherwise dispose of confiscated or uncollected goods or vehicles that have been ordered to be confiscated under 3.43.<br>3. Authority to recover expenses incurred for removing, impounding, and disposing of confiscated or uncollected goods. |
| **Council Conditions on this Delegation:** | Disposal of confiscated or uncollected goods, including abandoned vehicles, with a market value less than $20,000 may, in accordance with Functions and General Regulation 30, be disposed of by any means considered to provide best value, provided the process is transparent and accountable. |
| **Express Power to Sub-Delegate:** | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees |
| Compliance Links: | *Local Government Act 1995*:<br>3.58 Disposing of Property – applies the sale of goods under 3.47 as if they were property referred to in that section. |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
|---|---|---|---|---|---|
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 01/07/2020 | CEO | - | Annual Sub-delegate Review |

### 1.1.7 Disposal of Sick or Injured Animals

| | |
|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO |
| **Express Power or Duty Delegated:** | *Local Government Act 1995*:<br>3.47A Sick or injured animals, disposal of<br>3.48 Impounding expenses, recovery of |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | 1. Authority to determine when an impounded animal is ill or injured, that treating it is not practicable, and to humanely destroy the animal and dispose of the carcass.<br>2. Authority to recover expenses incurred for removing, impounding, and disposing of confiscated or uncollected goods. |
| **Council Conditions on this Delegation:** | Delegation only to be used where the Delegate's reasonable efforts to identify and contact an owner have failed. |
| **Express Power to Sub-Delegate:** | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees |
| Compliance Links: | *Local Government Act 1995*:<br>3.47A sets out conditions for destruction. |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
|---|---|---|---|---|---|
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 01/07/2020 | CEO | - | Annual Sub-delegate Review |

### 1.1.8 Close Thoroughfares to Vehicles

| | |
|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO |
| **Express Power or Duty Delegated:** | *Local Government Act 1995*:<br>3.50 Closing certain thoroughfares to vehicles<br>3.50A Partial closure of thoroughfare for repairs or maintenance<br>3.51 Affected owners to be notified of certain proposals |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | 1. Authority to close a thoroughfare (wholly or partially) to vehicles or particular classes of vehicles for a period not exceeding 4-weeks.<br>2. Authority to determine to close a thoroughfare for a period exceeding 4-weeks and before doing so, to:<br>a. give; public notice, written notice to the Commissioner of Main Roads and written notice to prescribed persons and persons that own prescribed land; and<br>b. consider submissions relevant to the road closure/s proposed.<br>3. Authority to revoke an order to close a thoroughfare.<br>4. Authority to partially and temporarily close a thoroughfare without public notice for repairs or maintenance, where it is unlikely to have significant adverse effect on users of the thoroughfare.<br>5. Before doing anything to which section 3.51 applies, take action to notify affected owners and give public notice that allows reasonable time for submissions to be made and consider any submissions made before determining to fix or alter the level or alignment of a thoroughfare or draining water from a thoroughfare to private land. |
| **Council Conditions on this Delegation:** | 1. If, under 3.50(1), a thoroughfare is closed without giving local public notice, local public notice is to be given as soon as practicable after the thoroughfare is closed.<br>2. Maintain access to adjoining land. |
| **Express Power to Sub-Delegate:** | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees |
| Compliance Links: | N/A |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
|---|---|---|---|---|---|
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |

### 1.1.9 Control Reserves and Certain Unvested Facilities

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Local Government | | | |
| **Express Power to Delegate:** | | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO | | | |
| **Express Power or Duty Delegated:** | | *Local Government Act 1995*:<br>3.53(3) Control of certain unvested facilities<br>3.54(1) Reserves under control of local government | | | |
| **Delegate:** | | **Chief Executive Officer** | | | |
| **Function:** | | 1. Authority to agree the method for control and management of an unvested facility which is partially within 2 or more local government districts.<br>2. Authority to do anything for the purpose of controlling and managing land under the control and management of the Town that the Town could do under section 5 of the *Parks and Reserves Act 1895*. | | | |
| **Council Conditions on this Delegation:** | | Limited to matters where the financial implications do not exceed a relevant and current budget allocation and which do not create a financial liability in future budgets. | | | |
| **Express Power to Sub-Delegate:** | | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees | | | |
| Compliance Links: | | N/A | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |

### 1.1.10 Obstruction of Footpaths and Thoroughfares

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|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO |
| **Express Power or Duty Delegated:** | *Local Government (Uniform Local Provisions) Regulations 1996:*<br>5(2) Interfering with, or taking from, local government land<br>6 Obstruction of public thoroughfare by things placed and left<br>7A Obstruction of public thoroughfare by fallen things<br>7 Encroaching on public thoroughfare |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | 1. Authority to determine, by written notice served on a person who is carrying out plastering, painting or decorating operations (the work) over or near a footpath on land that is local government property, to require the person to cover the footpath during the period specified in the notice so as to:<br>a. prevent damage to the footpath; or<br>b. prevent inconvenience to the public or danger from falling materials.<br>2. Authority to provide permission including imposing appropriate conditions or to refuse to provide permission, for a person to place on a specified part of a public thoroughfare one or more specified things that may obstruct the public thoroughfare.<br>3. Authority to renew permission to obstruct a thoroughfare and to vary any condition imposed on the permission effective at the time written notice is given to the person to whom permission is granted.<br>4. Authority to require an owner or occupier of land to remove any thing that has fallen from the land or from anything on the land, which is obstructing a public thoroughfare.<br>5. Authority to require an owner occupier of land to remove any part of a structure, tree or plant that is encroaching, without lawful authority on a public thoroughfare. |
| **Council Conditions on this Delegation:** | 1. Actions under this Delegation must comply with procedural requirements detailed in the *Local Government (Uniform Local Provisions) Regulations 1996*.<br>2. Permission may only be granted where, the proponent has:<br>a. Where appropriate, obtained written permission from each owner of adjoining or adjacent property which may be impacted by the proposed obstruction.<br>b. Provided a bond, sufficient to the value of works that may be required if the proponent does not satisfactorily make good public assets damaged by the obstruction at the completion of works.<br>c. Provided evidence of sufficient Public Liability Insurance. |

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| | | d. Provided pedestrian and traffic management plans which are sufficient for the protection of public safety and amenity. | | | |
| **Express Power to Sub-Delegate:** | | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees | | | |
| Compliance Links: | | Determination of Bond Value and Conditions - refer to CEO Delegation 1.2.2 – Public Thoroughfare Obstruction – Determine Conditions<br>*Local Government (Uniform Local Provisions) Regulations 1996*<br>Penalties under the Uniform Local Provisions Regulations are administered in accordance with Part 9, Division 2 of the *Local Government Act 1995* | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |

### 1.1.11 Public Thoroughfare – Dangerous Excavations

| | |
|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO |
| **Express Power or Duty Delegated:** | *Local Government (Uniform Local Provisions) Regulations 1996:*<br>11(1), (4), (6) & (8) Dangerous excavation in or near public thoroughfare |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | 1. Authority to determine if an excavation in or on land adjoining a public thoroughfare is dangerous and take action to fill it in or fence it or request the owner / occupier in writing to fill in or securely fence the excavation.<br>2. Authority to determine to give permission or refuse to give permission to make or make and leave an excavation in a public thoroughfare or land adjoining a public thoroughfare.<br>3. Authority to impose conditions on granting permission.<br>4. Authority to renew a permission granted or vary at any time, any condition imposed on a permission granted. |
| **Council Conditions on this Delegation:** | 1. Actions under this Delegation must comply with procedural requirements detailed in the *Local Government (Uniform Local Provisions) Regulations 1996*.<br>2. Permission may only be granted where, the proponent has:<br>a. Where appropriate, obtained written permission from or entered into a legal agreement with, each owner of adjoining or adjacent property which may be impacted by the proposed works.<br>b. Provided a bond, sufficient to the value of works that may be required if the proponent does not satisfactorily make good the public assets at the completion of works.<br>c. Provided evidence of sufficient Public Liability Insurance.<br>d. Provided pedestrian and traffic management plans which are sufficient for the protection of public safety and amenity. |
| **Express Power to Sub-Delegate:** | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees |
| Compliance Links: | Determination of Bond Value and Conditions - refer to CEO Delegation 1.3.3 – Determine and Manage Conditions on Permission for Dangerous Excavations on or on land adjoining Public Thoroughfares<br>*Local Government (Uniform Local Provisions) Regulations 1996* – prescribe applicable statutory procedures.<br>Penalties under the Uniform Local Provisions Regulations are administered in accordance with Part 9, Division 2 of the *Local Government Act 1995*. |

| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
|---|---|---|---|---|---|
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |

### 1.1.12 Crossing – Construction, Repair and Removal

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|---|---|---|---|---|---|
| **Delegator:** | Local Government | | | | |
| **Express Power to Delegate:** | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO | | | | |
| **Express Power or Duty Delegated:** | *Local Government (Uniform Local Provisions) Regulations 1996:*<br>12(1) Crossing from public thoroughfare to private land or private thoroughfare<br>13(1) Requirement to construct or repair crossing | | | | |
| **Delegate:** | **Chief Executive Officer** | | | | |
| **Function:** | 1. Authority to approve or refuse to approve, applications for the construction of a crossing giving access from a public thoroughfare to land or private thoroughfare serving land.<br>2. Authority to determine the specifications for construction of crossings to the satisfaction of the Local Government.<br>3. Authority to give notice to an owner or occupier of land requiring the person to construct or repair a crossing.<br>4. Authority to initiate works to construct a crossing where the person fails to comply with a notice requiring them to construct or repair the crossing and recover 50% of the cost of doing so as a debt due from the person. | | | | |
| **Council Conditions on this Delegation:** | Actions under this Delegation must comply with procedural requirements detailed in the *Local Government (Uniform Local Provisions) Regulations 1996*. | | | | |
| **Express Power to Sub-Delegate:** | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees | | | | |
| Compliance Links: | *Local Government (Uniform Local Provisions) Regulations 1996* – prescribe applicable statutory procedures.<br>Penalties under the Uniform Local Provisions Regulations are administered in accordance with Part 9, Division 2 of the *Local Government Act 1995*.<br>Policy 205 Vehicle crossover | | | | |
| Record Keeping: | Exercise of authority to be recorded in TRIM. | | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |

### 1.1.13 Private Works on, over or under Public Places

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|---|---|---|---|---|---|
| **Delegator:** | Local Government | | | | |
| **Express Power to Delegate:** | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO | | | | |
| **Express Power or Duty Delegated:** | *Local Government (Uniform Local Provisions) Regulations 1996:*<br>17 Private works on, over, or under public places | | | | |
| **Delegate:** | **Chief Executive Officer** | | | | |
| **Function:** | 1. Authority to grant permission or refuse permission to construct a specified thing on, over, or under a specified public thoroughfare or public place that is local government property.<br>2. Authority to impose conditions on permission including those prescribed in 17(5) and (6). | | | | |
| **Council Conditions on this Delegation:** | 1. Actions under this Delegation must comply with procedural requirements detailed in the *Local Government (Uniform Local Provisions) Regulations 1996*.<br>2. Permission may only be granted where, the proponent has:<br>a. Where appropriate, obtained written permission from or entered into a legal agreement with, each owner of adjoining or adjacent property which may be impacted by the proposed works.<br>b. Provided a bond, sufficient to the value of works that may be required if the proponent does not satisfactorily make good the public assets at the completion of works.<br>c. Provided evidence of sufficient Public Liability Insurance.<br>d. Provided pedestrian and traffic management plans which are sufficient for the protection of public safety and amenity. | | | | |
| **Express Power to Sub-Delegate:** | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees | | | | |
| Compliance Links: | Determination of Bond Value and Conditions - refer to CEO Delegation 1.3.4 – Determine and Manage Conditions on Permission for Dangerous Excavations on or on land adjoining Public Thoroughfares<br>*Local Government (Uniform Local Provisions) Regulations 1996* – prescribe applicable statutory procedures.<br>Penalties under the Uniform Local Provisions Regulations are administered in accordance with Part 9, Division 2 of the *Local Government Act 1995*. | | | | |
| Record Keeping: | Exercise of authority to be recorded in TRIM. | | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |

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|---|---|---|---|---|---|
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |

### 1.1.14 Give Notice to Prevent Damage to Local Government Property from Wind Erosion and Sand Drift

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|---|---|---|---|---|---|
| **Delegator:** | | Local Government | | | |
| **Express Power to Delegate:** | | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO | | | |
| **Express Power or Duty Delegated:** | | *Local Government (Uniform Local Provisions) Regulations 1996:*<br>21(1) Wind erosion and sand drifts | | | |
| **Delegate:** | | **Chief Executive Officer** | | | |
| **Function:** | | Authority to give notice to an owner/occupier of land if it is considered that clearing the owner/occupier's land might cause local government land having a common boundary, will be adversely affected by wind erosion or sand drift. | | | |
| **Council Conditions on this Delegation:** | | Nil. | | | |
| **Express Power to Sub-Delegate:** | | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees | | | |
| Compliance Links: | | *Local Government (Uniform Local Provisions) Regulations 1996* – prescribe applicable statutory procedures.<br>Penalties under the Uniform Local Provisions Regulations are administered in accordance with Part 9, Division 2 of the *Local Government Act 1995*. | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |

### 1.1.15 Expressions of Interest for Goods and Services

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|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO |
| **Express Power or Duty Delegated:** | *Local Government Act 1995:*<br>3.57 Tenders for providing goods or services<br>*Local Government (Functions and General) Regulations 1996:*<br>21 Limiting who can tender, procedure for<br>23 Rejecting and accepting expressions of interest to be acceptable tenderer |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | 1. Authority to determine when to seek Expressions of Interest and to invite Expressions of Interest for the supply of goods or services.<br>2. Authority to consider Expressions of Interest which have not been rejected and determine those which are capable of satisfactorily providing the goods or services, for listing as acceptable tenderers. |
| **Council Conditions on this Delegation:** | Items in adopted budget only. |
| **Express Power to Sub-Delegate:** | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees |
| Compliance Links: | *Local Government (Functions and General) Regulations 1996* – prescribe applicable statutory procedures.<br>Policy 301 Purchasing |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
|---|---|---|---|---|---|
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 01/07/2020 | CEO | - | Annual Sub-delegate Review |

### 1.1.16 Tenders for Goods and Services

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|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO |
| **Express Power or Duty Delegated:** | *Local Government Act 1995:*<br>3.57 Tenders for providing goods or services<br>*Local Government (Functions and General) Regulations 1996:*<br>11 When tenders have to be publicly invited<br>13 Requirements when local government invites tenders though not required to do so<br>14 Publicly inviting tenders, requirements for<br>18 Rejecting and accepting tenders<br>20 Variation of requirements before entry into contract<br>21A Varying a contract for the supply of goods or services |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | 1. Authority to call tenders.<br>2. Authority to, because of the unique nature of the goods or services or for any other reason it is unlikely that there is more than one supplier, determine a sole supplier arrangement.<br>3. Authority to undertake tender exempt procurement, in accordance with the Purchasing Policy requirements, where the total consideration under the resulting contract is $250,000 or less and the expense is included in the adopted Annual Budget.<br>4. Authority to determine in writing, before tenders are called, the criteria for acceptance of tenders.<br>5. Authority to determine the information that is to be disclosed to those interested in submitting a tender.<br>6. Authority to vary tender information after public notice of invitation to tender and before the close of tenders, taking reasonable steps to ensure each person who has sought copies of the tender information is provided notice of the variation.<br>7. Authority to evaluate tenders, by written evaluation, and decide which is the most advantageous.<br>8. Authority to determine that a variation proposed is minor in context of the total goods or services sought through the invitation to tender, subject to a maximum 10% variation, and to then negotiate minor variations with the successful tenderer before entering into a contract.<br>9. Authority to seek clarification from tenderers in relation to information contained in their tender submission.<br>10. Authority to decline any tender that are deemed non-compliant with the tender criteria.<br>11. If the chosen tenderer is unable or unwilling to form a contract OR the minor variation cannot be agreed with the successful tenderer, |

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| | so that the tenderer ceases to be the chosen tenderer, authority to ~~choose~~accept the next most advantageous tender ~~to accept~~.<br>12. Authority to:<br>a. Vary a contract that has been entered into with a successful tenderer, provided the variation/s do not change the scope of the original contract or increase the contract value beyond 10%.<br>b. Exercise an extension option that was included in the original tender specification and contract in accordance with regulation 11(2)(j).<br>13. Authority to accept another tender where within 6-months of either accepting a tender, a contract has not been entered into OR the successful tenderer agrees to terminate the contract. |
| **Council Conditions on this Delegation:** | 1. Sole supplier arrangements may only be approved where a record is retained that evidences:<br>a. A detailed specification;<br>b. The outcomes of market testing of the specification;<br>c. The reasons why market testing has not met the requirements of the specification; and<br>d. Rationale for why the supply is unique and cannot be sources through other suppliers.<br>2. Tenders may only be called where there is an adopted budget for the proposed goods or services, with the exception being in the period immediately prior to the adoption of a new Annual Budget and where the:<br>a. proposed goods or services are required to fulfil a routine contract related to the day to day operations of the Local Government,<br>b. current supply contract expiry is imminent,<br>c. value of the proposed new contract has been included in the draft Annual Budget proposed for adoption, and<br>d. The tender specification includes a provision that the tender will only be awarded subject to the budget adoption by the Council.<br>3. The CEO is not delegated to accept a tender or establish a panel of pre-qualified suppliers (except in accordance with clause 11 or 13 of this delegation). |
| **Express Power to Sub-Delegate:** | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees |
| Compliance Links: | *Local Government Act 1995* |

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| | | *Local Government (Functions and General) Regulations 1996* – prescribe applicable statutory procedures<br>Policy 301 Purchasing | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 19/5/2020 | Council | 393/2020 | Item 11.1 Annual Review |
| 4 | Amended | 01/07/2020 | CEO | - | Annual Sub-delegate Review |

### 1.1.17 Disposing of Property – Assets other than land or buildings

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|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO |
| **Express Power or Duty Delegated:** | *Local Government Act 1995:*<br>3.58(2) & (3) Disposing of Property |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | 1. Authority to dispose of property, other than land or buildings, which has a market value of less than $20,000 in accordance with the relevant Council policy.<br>2. Authority to dispose of property other than land or buildings which has a market value between $20,000 and $250,000 to:<br>a. ~~to~~ the highest bidder at public auction (as set out in section 3.58(2)(a)); or<br>b. ~~to~~ the person who at public tender called by the local government makes what is considered by the delegate to be, the most acceptable tender, whether or not it is the highest tenders (as set out in section 3.58(2)(b)).<br>3. Authority to dispose of property, other than land or buildings which has a market value between $20,000 and $250,000 by negotiating, and entering into, an agreement subject to compliance with section 3.58(3) and (4), including the consideration of any submissions received following the giving of public notice prior to the disposal.<br>4. Authority to dispose of property, other than land or buildings, where the entire consideration received for the disposition is used to purchase other property, and where the total consideration for the other property is not more, or worth more, than $75,000.<br>5. Authority to dispose or discard of property, other than land or buildings, in an environmentally sustainable way, where no suitable purchaser can be found pursuant to the above functions. |
| **Council Conditions on this Delegation:** | 1. Disposal of property under this delegation, for any single transaction must be ~~for a maximum~~ valued ~~of~~ $250,000 or less.<br>2. Where the following methods of disposal of property are implemented, it is conditional on the corresponding requirements:<br>a. for a public auction, a confidential independent valuation must be obtained in advance to operate as the "reserve price" and then any disposal must be:<br>i. for no less than the reserve price; or<br>ii. within 10% of the reserve price, if the reserve price is not achieved and an agreement that complies with section 3.58 is subsequently negotiated; |

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| | b. for a public tender, if in the CEO's opinion no reasonable tender response is received, then the CEO is to determine if better value could be achieved through another disposal method and if so, must determine not to accept any tender and use an alternative disposal method; and<br><br>c. for an agreement negotiated, and entered into in compliance with section 3.58(3), it must be for a price that is within 10% of an independent valuation obtained in accordance with section 3.58(4). |
| **Express Power to Sub-Delegate:** | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees |
| Compliance Links: | *Local Government Act 1995* – 3.58 Disposal of Property<br>*Local Government (Functions and General) Regulations 1995* – 30 Dispositions of property excluded from Act 3.58<br>Policy 304 Disposal of disused equipment, machinery and other materials |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
|---|---|---|---|---|---|
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 19/5/2020 | Council | 393/2020 | Item 11.1 Annual Review |
| 4 | Amended | 01/07/2020 | CEO | - | Annual Sub-delegate Review |

### 1.1.18 Disposing of Property – Land and Buildings

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|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO |
| **Express Power or Duty Delegated:** | *Local Government Act 1995:*<br>3.58 Disposing of Property |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | 1. Authority to carry out the disposal of land and buildings by sale where the proposed sale has been provided for:<br>a. in the Annual Budget; or<br>b. a decision of the Council.<br>2. Authority to dispose of land to an adjoining owner where:<br>a. it has a market value of less than $5,000; and<br>b. the delegate or sub-delegate does not consider the land would be of significant benefit to anyone other than the transferee.<br>3. Authority to carry out the disposal of property by way of a lease, or licence to occupy, where it constitutes a renewal of a current lease or a licence to occupy with the same counter party or the successor to that counter party.<br>4. To the extent that a tenant under a lease exercising an option for a further term is a disposal of property, to agree to that option for a further term in accordance with the conditions of the relevant lease.<br>5. Authority to lease a building, if for a residential tenancy. |
| **Council Conditions on this Delegation:** | 1. Disposal of land and buildings must comply with the requirements of section 3.58 of the *Local Government Act 1995*, unless the disposal is an exempt disposition under the *Local Government (Functions and General) Regulations 1996*.<br>2. Disposal of land and buildings by way of a lease must comply with Policy 310 Leasing adopted by the Council.<br>3. Unless the Council makes a decision expressly providing for the contrary, any disposal of land and buildings must be for a price within 10% of an independent valuation obtained in accordance with section 3.58(4)(c), except in respect to a lease:<br>a. to a benevolent body, in accordance with regulation 30(2)(b) of the *Local Government (Functions and General) Regulations* |

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| | | *1996* to a not for profit organisation for nominal consideration; and<br>b. that is exempt from the requirements of section 3.58.<br><br>4. This delegation does not include the power:<br>a. to terminate or evict a non-residential tenant, other than for the non-payment of rent;<br>b. to accept the surrender of a lease, except a residential tenancy lease; nor<br>to apply to subdivide or amalgamate Town property. | | | |
| **Express Power to Sub-Delegate:** | | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees | | | |
| Compliance Links: | | *Local Government Act 1995* – 3.58 Disposal of Property<br>*Local Government (Functions and General) Regulations 1995* – 30 Dispositions of property excluded from Act 3.58<br>Policy 221 Strategic Management of Land and Building Assets<br>Policy 304 Disposal of disused equipment, machinery and other materials<br>Policy 310 Leasing | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Adopted | 19/5/2020 | Council | 393/2020 | Item 11.1 Annual Review |

### 1.1.19 Payments from the Municipal, Reserve or Trust Funds

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|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO |
| **Express Power or Duty Delegated:** | *Local Government (Financial Management) Regulations 1996:*<br>12(1)(a) Payments from municipal fund or trust fund, restrictions on making |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | Authority to make payments from the municipal or trust funds. |
| **Council Conditions on this Delegation:** | 1. Authority to make payments is subject to annual budget limitations.<br>2. Payments by Cheque or EFT transactions must be approved by two sub-delegates or the delegate and a sub-delegate. |
| **Express Power to Sub-Delegate:** | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees |
| Compliance Links: | *Local Government Act 1995*<br>*Local Government (Financial Management) Regulations 1996* - refer specifically 13 Payments from municipal fund or trust fund by CEO, CEO's duties as to etc.<br>*Local Government (Audit) Regulations 1996*<br>Department of Local Government, Sport and Cultural Industries Operational Guideline No.11 – Use of Corporate Credit Cards<br>Department of Local Government, Sport and Cultural Industries: Accounting Manual |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

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| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 28/05/2020 | CEO | - | Addition of sub-delegate |
| 4 | Amended | 01/07/2020 | CEO | - | Annual Sub-delegate Review |

### 1.1.20 Defer, Grant Discounts, Waive or Write off Debts

| | |
|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO |
| **Express Power or Duty Delegated:** | *Local Government Act 1995:*<br>6.12 Power to defer, grant discounts, waive or write off debts |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | 1. Waive a debt which is owed to the Town.<br>2. Write off an amount of money which is owed to the Town. |
| **Council Conditions on this Delegation:** | 1. This Delegation does not apply to debts, which are prescribed as debts that are taken to be a rate or service charge however the write off of penalty interest (excluding the penalty interest on any State Government charge such as the emergency services levy) or of any instalment fee or payment plan fee is not considered a rate or service charge.<br>2. A debt in relation to penalty interest or the fee for instalment charges or payment plans on a rate or service charge may be written off where it meets the requirements of Policy 308 Financial hardship.<br>3. A debt may only be written off where all necessary measures have been taken to locate / contact the debtor and where costs associated continued action to recover the debt will outweigh the net value of the debt if recovered by the Town.<br>4. Limited to individual non rates debts valued below $5,000 or cumulative non rates debts of a debtor valued below $5,000. Write off of debts greater than these values must be referred for Council decision. |
| **Express Power to Sub-Delegate:** | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees |
| Compliance Links: | Collection of Rates Debts – refer Delegations:<br>1.1.22 Agreement as to Payment of Rates and Service Charges<br>1.1.23 Recovery of Rates or Service Charges<br>1.1.24 Recovery of Rates Debts – Require Lessee to Pay Rent<br>1.1.25 Recovery of Rates Debts – Actions to Take Possession of the Land<br>Policy 303 Debt collection<br>Policy 308 Financial hardship |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
|---|---|---|---|---|---|
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |

| | | | | | |
|---|---|---|---|---|---|
| 3 | Amended | 28/6/2019 | CEO | - | Sub-delegates revised |
| 4 | Amended | 19/05/2020 | Council | 414/2020 | Item 15.2 Adoption of financial hardship policy |
| 5 | Amended | 01/07/2020 | CEO | - | Annual Sub-delegate Review |

### 1.1.21 Power to Invest and Manage Investments

| | |
|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO |
| **Express Power or Duty Delegated:** | *Local Government Act 1995:*<br>6.14 Power to invest<br>*Local Government (Financial Management) Regulations 1996:*<br>19 Investments, control procedures for |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | 1. Authority to invest money held in the municipal fund or reserve fund that is not, for the time being, required for any other purpose.<br>2. Authority to establish and document internal control procedures to be followed in the investment and management of investments. |
| **Council Conditions on this Delegation:** | 1. All investment activity must comply with the Financial Management Regulation 19C and Policy 302 Investments.<br>2. Investments are limited to:<br>a. interest bearing term deposits in an authorised deposit-taking institution for a term not exceeding three years;<br>b. interest bearing term deposits with the Western Australian Treasury Corporation for a term not exceeding three years;<br>c. Bonds guaranteed by the Commonwealth Government, or a State Government or a Territory Government for a term not exceeding three years;<br>d. Managed funds having a Standard and Poor Rating of;<br>i. A1 short term or better; and<br>ii. A+ long term;<br>as recommended by the Town's independent investment advisor<br>3. A report detailing the interest, earnings and changes since last reporting, is to be provided as part of the Monthly Financial Reports.<br>4. Procedures are to be systematically documented and retained in accordance with the Record Keeping Plan, and must include references that enable recognition of statutory requirements and assign responsibility for actions to position titles.<br>5. Procedures are to be administratively reviewed for continuing compliance and confirmed as 'fit for purpose' and subsequently considered by the Audit Committee at least once each financial year. |

| | | | | | |
|---|---|---|---|---|---|
| **Express Power to Sub-Delegate:** | | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees | | | |
| Compliance Links: | | *Local Government (Financial Management) Regulations 1996* – refer 19C Investment of money, restrictions on<br>Policy 302 Investments | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 19/5/2020 | Council | 393/2020 | Item 11.1 Annual Review |
| 4 | Amended | 01/07/2020 | CEO | - | Annual Sub-delegate Review |

### 1.1.22 Rate Record Amendment

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Local Government | | | |
| **Express Power to Delegate:** | | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO | | | |
| **Express Power or Duty Delegated:** | | *Local Government Act 1995:*<br>6.39(2)(b) Rate record | | | |
| **Delegate:** | | **Chief Executive Officer** | | | |
| **Function:** | | Authority to determine any requirement to amend the rate record for the 5-years preceding the current financial year. | | | |
| **Council Conditions on this Delegation:** | | Delegates must comply with the requirements of 6.40 of the Act. | | | |
| **Express Power to Sub-Delegate:** | | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees | | | |
| Compliance Links: | | *Local Government Act 1995* – 6.40 prescribes consequential actions that may be required following a decision to amend the rate record.<br>Note – Decisions under this delegation may be referred for review by the State Administration Tribunal | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 01/07/2020 | CEO | - | Annual Sub-delegate Review |

### 1.1.23 Agreement as to Payment of Rates and Service Charges

| | |
|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO |
| **Express Power or Duty Delegated:** | *Local Government Act 1995:*<br>6.49 Agreement as to payment of rates and service charges |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | Authority to make an agreement with a person for the payment of rates or service charges. |
| **Council Conditions on this Delegation:** | 1 Agreements must be in writing and must ensure acquittal of the rates or service charge debt within two financial years, including the year that the rates notice was issued.<br><br>2 Applicants for agreements as to alternate payment arrangements must meet the requirements of Policy 308 Financial Hardship. |
| **Express Power to Sub-Delegate:** | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees |
| Compliance Links: | Policy 308 Financial Hardship |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
|---|---|---|---|---|---|
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 19/05/2020 | Council | 414/2020 | Item 15.2 Adoption of financial hardship policy |
| 4 | Amended | 01/07/2020 | CEO | - | Annual Sub-delegate Review |

### 1.1.24 Determine Due Dates for Rates or Service Charges

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Local Government | | | |
| **Express Power to Delegate:** | | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO | | | |
| **Express Power or Duty Delegated:** | | *Local Government Act 1995:*<br>6.50 Rates or service charges due and payable | | | |
| **Delegate:** | | **Chief Executive Officer** | | | |
| **Function:** | | Authority to determine the date on which rates or service charges become due and payable to the Town. | | | |
| **Council Conditions on this Delegation:** | | Nil. | | | |
| **Express Power to Sub-Delegate:** | | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees | | | |
| Compliance Links: | | Nil. | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 01/07/2020 | CEO | - | Annual Sub-delegate Review |

### 1.1.25 Recovery of Rates and Service Charges

| | |
|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO |
| **Express Power or Duty Delegated:** | *Local Government Act 1995:*<br>6.56 Rates or service charges recoverable in court |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | Authority to recover rates or service charges, as well as costs of proceedings for the recovery, in a court of competent jurisdiction. |
| **Council Conditions on this Delegation:** | Compliance with the requirements of Policy 303 Debt collection and Policy 308 Financial hardship. |
| **Express Power to Sub-Delegate:** | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees |
| Compliance Links: | Policy 303 Debt collection<br>Policy 308 Financial Hardship |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
|---|---|---|---|---|---|
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 19/05/2020 | Council | 414/2020 | Item 15.2 Adoption of financial hardship policy |
| 4 | Amended | 01/07/2020 | CEO | - | Annual Sub-delegate Review |

### 1.1.26 Recovery of Rates Debts – Require Lessee to Pay Rent

| | |
|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO |
| **Express Power or Duty Delegated:** | *Local Government Act 1995:*<br>6.56 Rates or service charges recoverable in court |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | 1. Authority to give notice to a lessee of land in respect of which there is an unpaid rate or service charge, requiring the lessee to pay its rent to the Town.<br>2. Authority to recover the amount of the rate or service charge as a debt from the lessee if rent is not paid in accordance with a notice. |
| **Council Conditions on this Delegation:** | Nil. |
| **Express Power to Sub-Delegate:** | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees |
| Compliance Links: | Policy 303 Debt collection<br>Policy 308 Financial Hardship |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
|---|---|---|---|---|---|
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 19/05/2020 | Council | 414/2020 | Item 15.2 Adoption of financial hardship policy |
| 4 | Amended | 01/07/2020 | CEO | - | Annual Sub-delegate Review |

### 1.1.27 Recovery of Rates Debts – Actions to Take Possession of Land

| | |
|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO |
| **Express Power or Duty Delegated:** | *Local Government Act 1995:*<br>6.64(1) & (3) Actions to be taken<br>6.69(2) Right to pay rates, service charges and costs, and stay proceedings<br>6.71 Power to transfer land to Crown or local government<br>6.74 Power to have land revested in Crown if rates in arrears 3 years |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | 1. Authority to take possession of land and hold the land against a person having an estate or interest in the land where rates or service charges have remained unpaid for at least three years, including:<br>a. lease the land, or<br>b. sell the land; or where land is offered for sale and a contract of sale has not been entered into after 12 months:<br>i. cause the land to be transferred to the Crown; or<br>ii. cause the land to be transferred to the Town.<br>2. Authority to lodge (and withdraw) a caveat to preclude dealings in respect of land where payment of rates or service charges imposed on that land is in arrears.<br>3. Authority to agree terms and conditions with a person having estate or interest in land and to accept payment of outstanding rates, service charges and costs within 7 days of and prior to the proposed sale. |
| **Council Conditions on this Delegation:** | In accordance with s.6.68(3A), this delegation cannot be used where a decision relates to exercising a power of sale without having, within the previous 3-years attempted to recover the outstanding rates / changes through a court under 6.56, as 6.68(3A) requires that the reasons why court action has not been pursued must be recorded in Council Minutes. |
| **Express Power to Sub-Delegate:** | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees |
| Compliance Links: | Policy 303 Debt collection<br>Policy 308 Financial Hardship |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
|---|---|---|---|---|---|
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 19/05/2020 | Council | 414/2020 | Item 15.2 Adoption of financial hardship policy |

| | | | | | |
|---|---|---|---|---|---|
| 3 | Amended | 01/07/2020 | CEO | - | Annual Sub-delegate Review |

### 1.1.28 Rate Record – Objections

| | |
|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO |
| **Express Power or Duty Delegated:** | *Local Government Act 1995:*<br>6.76 Grounds of objection |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | 1. Authority to extend the time for a person to make an objection to a rate record.<br>2. Authority to consider an objection to a rate record and either allow it or disallow it, wholly or in part, providing the decision and reasons for the decision in a notice promptly served upon the person whom made the objection. |
| **Council Conditions on this Delegation:** | A delegate who has participated in any matter contributing to a decision related to the rate record, which is the subject of a Rates Record Objection, must not be party to any determination under this Delegation. |
| **Express Power to Sub-Delegate:** | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees |
| Compliance Links: | Policy 303 Debt collection |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
|---|---|---|---|---|---|
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |

### 1.1.29 Extension of Time for Objections Against a Decision

| | |
|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO |
| **Express Power or Duty Delegated:** | *Local Government Act 1995:*<br>9.5 Objection may be lodged |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | Authority to extend the time for a person to make an objection to a decision. |
| **Council Conditions on this Delegation:** | Nil. |
| **Express Power to Sub-Delegate:** | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees |
| Compliance Links: | Nil. |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
|---|---|---|---|---|---|
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 19/5/2020 | Council | 393/2020 | Item 11.1 Annual Review |
| 4 | Amended | 01/07/2020 | CEO | - | Annual Sub-delegate Review |

### 1.1.30 Appointment of an Acting Chief Executive Officer

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Local Government | | | |
| **Express Power to Delegate:** | | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO | | | |
| **Express Power or Duty Delegated:** | | *Local Government Act 1995:*<br>5.36 Local Government Employees<br>5.39 Contracts for CEO and senior employees | | | |
| **Delegate:** | | **Chief Executive Officer** | | | |
| **Function:** | | Appointment of an Acting Chief Executive Officer. | | | |
| **Council Conditions on this Delegation:** | | Appointments must be in accordance with Policy 005 Acting Chief Executive Officer. | | | |
| **Express Power to Sub-Delegate:** | | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees | | | |
| Compliance Links: | | Policy 005 Acting Chief Executive Officer | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 19/5/2020 | Council | 393/2020 | Item 11.1 Annual Review |

## Division 1.3 – Other Resolutions of Council Authorising Officers

### 1.3.1 Execution of Documents

| | |
|---|---|
| **Authoriser:** | Local Government |
| **Express Power to Authorise:** | *Local Government Act 1995:*<br>Section 9.49A(4) authorisation to sign documents on behalf of the Town |
| **Express Power Authorised:** | *Local Government Act 1995:*<br>Section 9.49A(4) Execution of documents |
| **Authorised Person:** | **Chief Executive Officer, Chiefs and Managers, including any persons appointed as Acting in relation to any such position.** |
| **Function:** | Authority to sign documents on behalf of the Town. |
| **Council Conditions on this Authorisation:** | 1. Documents may only be signed where the execution of the document:<br>a. is not inconsistent with a decision of the Council or any policy established by a decision of the Council;<br>b. is consistent with the scope of any relevant powers delegated to the CEO, including any maximum monetary amount for a transaction; and<br>c. is consistent with the annual budget.<br>2. A document for the purposes of this authorisation and the above conditions on this authorisation includes, but is not limited to, any contract, memorandum of understanding, agreement, undertaking, application, lease, deed, grant application or grant receipt, deal, compact, tender and certificate. |
| Compliance Links: | Nil. |
| Record Keeping: | Documents executed to be recorded in TRIM. |

| Version | Approved, Amended, Rescinded | Date | Authority | Resolution Number | Key Changes/Notes |
|---|---|---|---|---|---|
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 19/5/2020 | Council | 393/2020 | Item 11.1 Annual Review |

### 1.3.2 Use of the common seal

| | |
|---|---|
| **Authoriser:** | Local Government |
| **Express Power to Authorise:** | *Local Government Act 1995:*<br>Section 9.49A(2) authorisation to affix the common seal |
| **Express Power Authorised:** | *Local Government Act 1995:*<br>Section 9.49A(3) affixing the common seal to documents |
| **Authorised person:** | **Mayor and Chief Executive Officer, including any person appointed as Acting in relation to either position**. |
| **Function:** | Authority to affix the common seal of the Town of Victoria Park to duly execute documents. |
| **Council Conditions on this Authorisation:** | 1. A document for the purposes of the authorisation and the above conditions also includes, but is not limited to:<br><br>a. a licence to occupy lease, or sub-lease to enable:<br><br>i. a tenant to exercise a further term option;<br><br>ii. a tenant to obtain the lessors consent for a matter set out in the lease; and<br><br>iii. a sub-lease to be granted.<br><br>iv. the disposal of property where it constitutes a renewal of a current lease or a licence to occupy with the same counter party or the successor to that counter party.<br><br>b. any document associated with a residential tenancy agreement;<br><br>c. any documents for a new, lost or replacement title over land, or to take possession of land<br><br>d. any caveats, permanent or temporary, consistent with:<br><br>i. a decision of the Council; or<br><br>iii. a resolution of a Joint Development Assessment Panel (JDAP) or the Western Australian Planning Commission (WAPC); and<br><br>e. enabling the Town to take possession of land for the purpose of public works<br><br>2. The affixing of the common seal is to be in the presence of, and signed by both, the Mayor and the CEO (or the person appointed as Acting in relation to either position). |

| | |
|---|---|
| | 3. Documents may only have the common seal affixed, where the execution of the document:<br><br>a. is not inconsistent with a decision of the Council or any policy established by a decision of the Council;<br>b. is consistent with the scope of any relevant powers delegated to the Chief Executive Officer, including any maximum monetary amount for a transaction; and<br>c. is consistent with either –<br>i. the annual budget;<br>ii. a prior decision of Council;<br>iii. a delegation; or<br>iv. a resolution of the JDAP or WAPC,<br>as applicable to the document in question. |
| Compliance Links: | Nil. |
| Record Keeping: | Documents executed to be recorded in TRIM. |

| Version | Approved, Amended, Rescinded | Date | Authority | Resolution Number | Key Changes/Notes |
|---|---|---|---|---|---|
| 1 | Adopted | 19/5/2020 | Council | 393/2020 | Item 11.1 Annual Review |

### 1.3.3 Certificates under sections 39 of the Liquor Control Act 1988

| | |
|---|---|
| **Authoriser:** | Local Government |
| **Express Power to Authorise:** | *Local Government Act 1995:*<br>Section 9.49A(4) authorisation to sign documents on behalf of the Town |
| **Express Power Authorised:** | *Liquor Control Act 1988:*<br>Section 39 Certificate of local government as to whether premises comply with laws |
| **Authorised Persons:** | **Chief Executive Officer**<br>**Chief Community Planner**<br>**Manager Development Services**<br>**Principal Building Surveyor**<br>**Principal Environmental Health Officer** |
| **Function:** | Authority to issue the "Certificate of local government as to whether premises comply with laws" under section 39 of the *Liquor Control Act 1988* |
| **Council Conditions on this Authorisation:** | Nil. |
| Compliance Links: | Nil. |
| Record Keeping: | Documents executed to be recorded in TRIM. |

| Version | Approved, Amended, Rescinded | Date | Authority | Resolution Number | Key Changes/Notes |
|---|---|---|---|---|---|
| 1 | Adopted | 19/5/2020 | Council | 393/2020 | Item 11.1 Annual Review |

### 1.3.4 Certificates under sections 40 of the Liquor Control Act 1988

| | |
|---|---|
| **Authoriser:** | Planning Authority |
| **Express Power to Authorise:** | *Local Government Act 1995:*<br>Section 9.49A(4) authorisation to sign documents on behalf of the Town |
| **Express Power Authorised:** | *Liquor Control Act 1988:*<br>Section 40 Certificate of planning authority as to whether use of premises complies with planning laws |
| **Authorised Person:** | **Chief Executive Officer**<br>**Chief Community Planner**<br>**Manager Development Services**<br>**Urban Planning Coordinator** |
| **Function:** | Authority to issue the "to issue the "Certificate of planning authority as to whether use of premises complies with planning laws" under section 40 of the *Liquor Control Act 1988* |
| **Council Conditions on this Authorisation:** | Nil. |
| Compliance Links: | Nil. |
| Record Keeping: | Documents executed to be recorded in TRIM. |

| Version | Approved, Amended, Rescinded | Date | Authority | Resolution Number | Key Changes/Notes |
|---|---|---|---|---|---|
| 1 | Adopted | 19/5/2020 | Council | 393/2020 | Item 11.1 Annual Review |

## Part 2 – Local Laws

### Division 2.1 - Council to the CEO

#### 2.1.1 Activities on Thoroughfares and Trading in Thoroughfares and Public Places Local Law 2000

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Local Government | | | |
| **Express Power to Delegate:** | | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO | | | |
| **Express Power or Duty Delegated:** | | *Activities on Thoroughfares and Trading in Thoroughfares and Public Places Local Law 2000* | | | |
| **Delegate:** | | **Chief Executive Officer** | | | |
| **Function:** | | All functions of the local government under the *Activities on Thoroughfares and Trading in Thoroughfares and Public Places Local Law 2000* | | | |
| **Council Conditions on this Delegation:** | | Nil. | | | |
| **Sub Delegation:** | | See Division 2.2 | | | |
| Compliance Links: | | Nil. | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 19/5/2020 | Council | 393/2020 | Item 11.1 Annual Review |

### 2.1.2 Dog Local Law 2018

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Local Government | | | |
| **Express Power to Delegate:** | | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO | | | |
| **Express Power or Duty Delegated:** | | *Dog Local Law 2018* | | | |
| **Delegate:** | | **Chief Executive Officer** | | | |
| **Function:** | | All functions of the local government under the *Dog Local Law 2018* | | | |
| **Council Conditions on this Delegation:** | | Nil. | | | |
| **Sub Delegation:** | | See Division 2.2 | | | |
| Compliance Links: | | Nil. | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 19/5/2020 | Council | 393/2020 | Item 11.1 Annual Review |

~~**2.1.3 Local Laws Relating to Fencing 2000**~~

| | | | | | |
|---|---|---|---|---|---|
| ~~**Delegator:**~~ | | ~~Local Government~~ | | | |
| ~~**Express Power to Delegate:**~~ | | ~~*Local Government Act 1995:*~~<br>~~5.42 Delegation of some powers or duties to the CEO~~ | | | |
| ~~**Express Power or Duty Delegated:**~~ | | ~~*Fencing Local Law 2000*~~ | | | |
| ~~**Delegate:**~~ | | ~~**Chief Executive Officer**~~ | | | |
| ~~**Function:**~~ | | ~~All functions of the local government under the Local laws Relating to Fencing 2000~~ | | | |
| ~~**Council Conditions on this Delegation:**~~ | | ~~Nil.~~ | | | |
| ~~**Sub Delegation:**~~ | | ~~See Division 2.2~~ | | | |
| ~~Compliance Links:~~ | | ~~Nil.~~ | | | |
| ~~Record Keeping:~~ | | ~~Exercise of authority to be recorded in TRIM.~~ | | | |
| ~~**Version**~~ | ~~**Approved, Amended, Rescinded**~~ | ~~**Date**~~ | ~~**Authority**~~ | ~~**Resolution Number**~~ | ~~**Key Changes/Notes**~~ |
| ~~1~~ | ~~Approved~~ | ~~21/5/2019~~ | ~~Council~~ | ~~87/2019~~ | ~~Adopted.~~ |
| ~~2~~ | ~~Amended~~ | ~~19/5/2020~~ | ~~Council~~ | ~~393/2020~~ | ~~Item 11.1 Annual Review~~ |

### 2.1.3 Fencing Local Law 2021

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Local Government | | | |
| **Express Power to Delegate:** | | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO | | | |
| **Express Power or Duty Delegated:** | | *Fencing Local Law 2021* | | | |
| **Delegate:** | | **Chief Executive Officer** | | | |
| **Function:** | | All functions of the local government under the *Fencing Local Law 2021.* | | | |
| **Council Conditions on this Delegation:** | | Nil. | | | |
| **Sub Delegation:** | | See Division 2.2 | | | |
| Compliance Links: | | Nil. | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |

### 2.1.4 Health Local Law 2003

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Local Government | | | |
| **Express Power to Delegate:** | | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO | | | |
| **Express Power or Duty Delegated:** | | *Health Local Law 2003* | | | |
| **Delegate:** | | **Chief Executive Officer** | | | |
| **Function:** | | All functions of the local government under the *Health Local Law 2003* | | | |
| **Council Conditions on this Delegation:** | | Nil. | | | |
| **Sub Delegation:** | | See Division 2.2 | | | |
| Compliance Links: | | Nil. | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 19/5/2020 | Council | 393/2020 | Item 11.1 Annual Review |

### 2.1.5 Local Government Property Local Law 2000

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Local Government | | | |
| **Express Power to Delegate:** | | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO | | | |
| **Express Power or Duty Delegated:** | | *Local Government Property Local Law 2000* | | | |
| **Delegate:** | | **Chief Executive Officer** | | | |
| **Function:** | | All functions of the local government under the *Local Government Property Local Law 2000* | | | |
| **Council Conditions on this Delegation:** | | Nil. | | | |
| **Sub Delegation:** | | See Division 2.2 | | | |
| Compliance Links: | | Nil. | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 19/5/2020 | Council | 393/2020 | Item 11.1 Annual Review |

~~**2.1.6 Parking and Parking Facilities Local Law 2008**~~

| | | | | | |
|---|---|---|---|---|---|
| ~~**Delegator:**~~ | ~~Local Government~~ | | | | |
| ~~**Express Power to Delegate:**~~ | ~~*Local Government Act 1995:*~~<br>~~5.42 Delegation of some powers or duties to the CEO~~ | | | | |
| ~~**Express Power or Duty Delegated:**~~ | ~~*Parking and Parking Facilities Local Law 2008*~~ | | | | |
| ~~**Delegate:**~~ | ~~**Chief Executive Officer**~~ | | | | |
| ~~**Function:**~~ | ~~All functions of the local government under the *Parking and Parking Facilities Local Law 2008*~~ | | | | |
| ~~**Council Conditions on this Delegation:**~~ | ~~Nil.~~ | | | | |
| ~~**Sub Delegation:**~~ | ~~See Division 2.2~~ | | | | |
| ~~Compliance Links:~~ | ~~Nil.~~ | | | | |
| ~~Record Keeping:~~ | ~~Exercise of authority to be recorded in TRIM.~~ | | | | |
| ~~**Version**~~ | ~~**Approved, Amended, Rescinded**~~ | ~~**Date**~~ | ~~**Authority**~~ | ~~**Resolution Number**~~ | ~~**Key Changes/Notes**~~ |
| ~~1~~ | ~~Approved~~ | ~~21/5/2019~~ | ~~Council~~ | ~~87/2019~~ | ~~Adopted.~~ |
| ~~2~~ | ~~Amended~~ | ~~19/5/2020~~ | ~~Council~~ | ~~393/2020~~ | ~~Item 11.1 Annual Review~~ |

**2.1.6 Vehicle Management Local Law 2021**

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | Local Government | | | | |
| **Express Power to Delegate:** | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO | | | | |
| **Express Power or Duty Delegated:** | *Vehicle Management Local Law 2021* | | | | |
| **Delegate:** | **Chief Executive Officer** | | | | |
| **Function:** | All functions of the local government under the *Vehicle Management Local Law 2021* | | | | |
| **Council Conditions on this Delegation:** | All functions of the local government are delegated, with the exception of those requiring a resolution of Council. | | | | |
| **Sub Delegation:** | See Division 2.2 | | | | |
| Compliance Links: | Nil. | | | | |
| Record Keeping: | Exercise of authority to be recorded in TRIM. | | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |

## Part 3 – Building Act 2011 Delegations

### 3.1.1 Grant a Building Permit

| | |
|---|---|
| **Delegator:** | Permit Authority (Local Government) |
| **Express Power to Delegate:** | *Building Act 2011:*<br>127 Delegation: special permit authorities and local government |
| **Express Power or Duty Delegated:** | *Building Act 2011:*<br>18 Further Information<br>20 Grant of building permit<br>22 Further grounds for not granting an application<br>27 Impose Conditions on Permit<br>*Building Regulations 2012:*<br>23 Application to extend time during which permit has effect.<br>24 Extension of time during which permit has effect.<br>26 Approval of new responsible person |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | 1. Authority to require an applicant to provide any documentation or information required to determine a building permit application.<br>2. Authority to grant or refuse to grant a building permit.<br>3. Authority to impose, vary or revoke conditions on a building permit.<br>4. Authority to determine an application to extend time during which a building permit has effect:<br>a. subject to being satisfied that work for which the building permit was granted has not been completed; or<br>b. the extension is necessary to allow rectification of defects of works for which the permit was granted.<br>5. Authority to approve, or refuse to approve, an application for a new responsible person for a building permit.<br>6. Authority to impose any condition on the building permit extension that could have been imposed. |
| **Council Conditions on this Delegation:** | Nil. |
| **Express Power to Sub-Delegate:** | *Building Act 2011*:<br>127(6A) Delegation: special permit authorities and local governments (powers of sub-delegation limited to CEO) |
| Compliance Links: | *Building Act 2011*<br>119 Building and demolition permits – application for review by SAT<br>23 Time for deciding application for building or demolition permit<br>17 Uncertified application to be considered by building surveyor |

| | | | | | |
|---|---|---|---|---|---|
| | | *Building Regulations 2012*<br>25 Review of decision to refuse to extend time during which permit has effect (32(3)) – reviewable by SAT<br>*Building Services (Registration Act) 2011* – Section 7<br>*Home Building Contracts Act 1991* –<br>Part 3A, Division 2<br>Part 7, Division 2<br>*Building and Construction Industry Training Levy Act 1990*<br>*Heritage Act 2018* | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 19/5/2020 | Council | 393/2020 | Item 11.1 Annual Review |

### 3.1.2 Grant a Demolition Permit

| | |
|---|---|
| **Delegator:** | Permit Authority (Local Government) |
| **Express Power to Delegate:** | *Building Act 2011:*<br>127 Delegation: special permit authorities and local government |
| **Express Power or Duty Delegated:** | *Building Act 2011:*<br>18 Further Information<br>21 Grant of demolition permit<br>22 Further grounds for not granting an application<br>27 Impose Conditions on Permit<br>*Building Regulations 2012:*<br>23 Application to extend time during which permit has effect.<br>24 Extension of time during which permit has effect.<br>26 Approval of new responsible person |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | 1. Authority to require an applicant to provide any documentation or information required to determine a demolition permit application.<br>2. Authority to grant or refuse to grant a demolition permit on the basis that all section 21(1) of the *Building Act 2011* requirements have been satisfied.<br>3. Authority to impose, vary or revoke conditions on a demolition permit.<br>4. Authority to determine an application to extend time during which a demolition permit has effect:<br>a. subject to being satisfied that work for which the demolition permit was granted has not been completed; or<br>b. the extension is necessary to allow rectification of defects of works for which the permit was granted.<br>5. Authority to approve, or refuse to approve, an application for a new responsible person for a demolition permit.<br>6. Authority to impose any condition on the demolition permit extension that could have been imposed under section 27 of the *Building Act 2011*. |
| **Council Conditions on this Delegation:** | Nil. |
| **Express Power to Sub-Delegate:** | *Building Act 2011*:<br>127(6A) Delegation: special permit authorities and local governments (powers of sub-delegation limited to CEO) |
| Compliance Links: | *Building Act 2011*<br>119 Building and demolition permits – application for review by SAT<br>23 Time for deciding application for building or demolition permit<br>*Building Services (Complaint Resolution and Administration) Act 2011*<br>Part 7, Division 2 |

| | | | | | |
|---|---|---|---|---|---|
| | | *Building and Construction Industry Training Levy Act 1990*<br>*Heritage Act 2018* | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 19/5/2020 | Council | 393/2020 | Item 11.1 Annual Review |

### 3.1.3 Occupancy Permits and Building Approval Certificates

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Permit Authority (Local Government) | | | |
| **Express Power to Delegate:** | | *Building Act 2011:*<br>127 Delegation: special permit authorities and local government | | | |
| **Express Power or Duty Delegated:** | | *Building Act 2011:*<br>55 Further information<br>58 Grant of occupancy permit, building approval certificate<br>62 Conditions imposed by permit authority<br>65 Extension of period of duration<br>*Building Regulations 2012:*<br>40 Extension of period of duration of time limited occupancy permit or building approval certificate | | | |
| **Delegate:** | | **Chief Executive Officer** | | | |
| **Function:** | | 1. Authority to require an applicant to provide any documentation or information required in order to determine an application.<br>2. Authority to grant, refuse to grant or to modify an occupancy permit or building approval certificate.<br>3. Authority to impose, add, vary or revoke conditions on an occupancy permit.<br>4. Authority to extend, or refuse to extend, the period in which an occupancy permit or modification or building approval certificate has effect. | | | |
| **Council Conditions on this Delegation:** | | Nil. | | | |
| **Express Power to Sub-Delegate:** | | *Building Act 2011*:<br>127(6A) Delegation: special permit authorities and local governments (powers of sub-delegation limited to CEO) | | | |
| Compliance Links: | | *Building Act 2011*<br>59 time for granting occupancy permit or building approval certificate<br>60 Notice of decision not to grant occupancy permit or grant building approval certificate<br>121 Occupancy permits and building approval certificates – application for review by SAT<br>*Building Services (Complaint Resolution and Administration) Act 2011* Part 7, Division 2<br>*Building and Construction Industry Training Levy Act 1990*<br>*Heritage Act 2018* | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |

| | | | | | |
|---|---|---|---|---|---|
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 19/5/2020 | Council | 393/2020 | Item 11.1 Annual Review |

### 3.1.4 Designate employees as authorised persons, approved officers and authorised officers

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Permit Authority (Local Government) | | | |
| **Express Power to Delegate:** | | *Building Act 2011:*<br>127 Delegation: special permit authorities and local government | | | |
| **Express Power or Duty Delegated:** | | *Building Act 2011:*<br>96 Authorised persons<br>99 Limitation on powers of authorised person<br>*Building Regulations 2012*<br>70 Approved officers and authorised officers | | | |
| **Delegate:** | | **Chief Executive Officer** | | | |
| **Function:** | | 1. Authority to designate an employee as an authorised person.<br>2. Authority to revoke or vary a condition of designation as an authorised person or give written notice to an authorised person limiting powers that may be exercised by that person.<br>3. Authority to appoint approved officers and authorised officers for the purposes of the *Building Act 2011* and *Building Regulations 2012*. | | | |
| **Council Conditions on this Delegation:** | | Decisions under this delegated authority should be in accordance with 5 of the *Building Regulations 2012*. | | | |
| **Express Power to Sub-Delegate:** | | *Building Act 2011*:<br>127(6A) Delegation: special permit authorities and local governments (powers of sub-delegation limited to CEO) | | | |
| Compliance Links: | | *Building Act 2011:*<br>97 requires each person designated as an authorised person must have an identity card.<br>*Building Regulations 2012*<br>5A Authorised persons<br>70 Approved officers and authorised officers | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 19/5/2020 | Council | 393/2020 | Item 11.1 Annual Review |

### 3.1.5 Building Orders

| | |
|---|---|
| **Delegator:** | Permit Authority (Local Government) |
| **Express Power to Delegate:** | *Building Act 2011:*<br>127 Delegation: special permit authorities and local government |
| **Express Power or Duty Delegated:** | *Building Act 2011:*<br>110 A permit authority may make a building order<br>111 Notice of proposed building order other than building order (emergency)<br>117 A permit authority may revoke a building order or notify that it remains in effect<br>118 Permit authority may give effect to building order if non-compliance<br>133 A permit authority may commence a prosecution for an offence against this Act |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | 1. Authority to make Building Orders in relation to:<br>a. Building work<br>b. Demolition work<br>c. An existing building or incidental structure.<br>2. Authority to give notice of a proposed building order and consider submissions received in response and determine actions.<br>3. Authority to revoke a building order.<br>4. If there is non-compliance with a building order, authority to cause an authorised person to:<br>a. take any action specified in the order ; or<br>b. commence or complete any work specified in the order; or<br>c. if any specified action was required by the order to cease, to take such steps as are reasonable to cause the action to cease.<br>5. Authority to take court action to recover as a debt, reasonable costs and expense incurred in doing anything in regard to non-compliance with a building order.<br>6. Authority to initiate a prosecution pursuant to section 133(1) for non-compliance with a building order made pursuant to section 110 of the Building Act 2011. |
| **Council Conditions on this Delegation:** | Decisions under this delegated authority should be in accordance with 5 of the *Building Regulations 2012*. |
| **Express Power to Sub-Delegate:** | *Building Act 2011*:<br>127(6A) Delegation: special permit authorities and local governments (powers of sub-delegation limited to CEO) |
| Compliance Links: | *Building Act 2011:* |

| | | | | | |
|---|---|---|---|---|---|
| | | Section 111 Notice of proposed building order other than building order (emergency)<br>Section 112 Content of building order<br>Section 113 Limitation on effect of building order<br>Section 114 Service of building order<br>Part 9 Review - 122 Building orders – application for review by SAT | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
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| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |

### 3.1.6 Inspection and Copies of Building Records

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Permit Authority (Local Government) | | | |
| **Express Power to Delegate:** | | *Building Act 2011:*<br>127 Delegation: special permit authorities and local government | | | |
| **Express Power or Duty Delegated:** | | *Building Act 2011:*<br>131 Inspection, copies of building records | | | |
| **Delegate:** | | **Chief Executive Officer** | | | |
| **Function:** | | Authority to determine an application from an interested person to inspect and copy a building record. | | | |
| **Council Conditions on this Delegation:** | | Nil. | | | |
| **Express Power to Sub-Delegate:** | | *Building Act 2011*:<br>127(6A) Delegation: special permit authorities and local governments (powers of sub-delegation limited to CEO) | | | |
| Compliance Links: | | *Building Act 2011* - 146 Confidentiality | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |

### 3.1.7 Referrals and Issuing Certificates

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Permit Authority (Local Government) | | | |
| **Express Power to Delegate:** | | *Building Act 2011:*<br>127 Delegation: special permit authorities and local government | | | |
| **Express Power or Duty Delegated:** | | *Building Act 2011:*<br>145 Local Government Functions | | | |
| **Delegate:** | | **Chief Executive Officer** | | | |
| **Function:** | | 1. Authority to refer uncertified applications under 17(1) to a building surveyor who is not employed by the local government.<br>2. Authority to issue a certificate for Design Compliance, Construction Compliance or Building Compliance whether or not the land subject of the application is located in the Town's District. | | | |
| **Council Conditions on this Delegation:** | | Nil. | | | |
| **Express Power to Sub-Delegate:** | | *Building Act 2011*:<br>127(6A) Delegation: special permit authorities and local governments (powers of sub-delegation limited to CEO) | | | |
| Compliance Links: | | *Building Act 2011* | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |

### 3.1.8 Private Pool Barrier – Alternative and Performance Solutions

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Permit Authority (Local Government) | | | |
| **Express Power to Delegate:** | | *Building Act 2011:*<br>127 Delegation: special permit authorities and local government | | | |
| **Express Power or Duty Delegated:** | | *Building Regulations 2012:*<br>51 Approvals by permit authority | | | |
| **Delegate:** | | **Chief Executive Officer** | | | |
| **Function:** | | 1. Authority to approve requirements alternative to a fence, wall, gate or other component included in the barrier, if satisfied that the alternative requirements will restrict access by young children as effectively as if there were compliance with AS 1926.1.<br>2. Authority to approve a door for the purposes of compliance with AS 1926.1, where a fence or barrier would cause significant structural or other problem which is beyond the control of the owner / occupier or the pool is totally enclosed by a building or a fence or barrier between the building and pool would create a significant access problem for a person with a disability.<br>3. Authority to approve a performance solution to a Building Code pool barrier requirement if satisfied that the performance solution complies with the relevant performance requirement.<br>4. Authority to reject those alternative requirements in functions 1 to 3 above where the relevant criteria are considered to have not been satisfied. | | | |
| **Council Conditions on this Delegation:** | | Nil. | | | |
| **Express Power to Sub-Delegate:** | | *Building Act 2011*:<br>127(6A) Delegation: special permit authorities and local governments (powers of sub-delegation limited to CEO) | | | |
| Compliance Links: | | *Building Act 2011* | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 16/7/2019 | Council | 134/2019 | Item 11.2 |

### 3.1.9 Smoke Alarms – Alternative Solutions

| | |
|---|---|
| **Delegator:** | Permit Authority (Local Government) |
| **Express Power to Delegate:** | *Building Act 2011:*<br>127 Delegation: special permit authorities and local government |
| **Express Power or Duty Delegated:** | *Building Regulations 2012:*<br>55 Terms Used (alternative building solution approval)<br>61 Local Government approval of battery powered smoke alarms |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | 1. Authority to approve alternative building solutions which meet the performance requirement of the Building Code relating to fire detection and early warning.<br>2. Authority to approve or refuse to approve a battery powered smoke alarm and to determine the form of an application for such approval.<br>3. Authority to reject alternative building solutions which do not meet the performance requirement of the Building Code relating to fire detection and early warning. |
| **Council Conditions on this Delegation:** | Nil. |
| **Express Power to Sub-Delegate:** | *Building Act 2011*:<br>127(6A) Delegation: special permit authorities and local governments (powers of sub-delegation limited to CEO) |
| Compliance Links: | *Building Act 2011* |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

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| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 16/7/2019 | Council | 134/2019 | Item 11.2 |

## Part 4 - Bush Fires Act 1954

### Division 4.1 – Council to CEO and other Officers

#### 4.1.1 Control of Operations Likely to Create Bush Fire Danger

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Local Government | | | |
| **Express Power to Delegate:** | | *Bush Fires Act 1954:*<br>48 Delegation by local government | | | |
| **Express Power or Duty Delegated:** | | *Bush Fires Act 1954:*<br>27D Requirements for carriage and deposit of incendiary material<br>*Bush Fires Regulations 1954:*<br>39C Welding and cutting apparatus, use of in open air<br>39CA Bee smoker devices, use of in restricted or prohibited burning times etc.<br>39D Explosives, use of<br>39E Fireworks, use of | | | |
| **Delegate:** | | **Chief Executive Officer**<br>**Chief Bush Fire Control Officer**<br>**Deputy Chief Bush Fire Control Officer** | | | |
| **Function:** | | 1. Authority to give directions to a Bush Fire Control Officer regarding matters necessary for the prevention of fire arising from:<br>a. a person operating a bee smoker device during a prescribed period.<br>b. a person operating welding apparatus, a power operated abrasive cutting disc.<br>c. a person using explosives.<br>d. a person using fireworks.<br>2. Authority to determine directions or requirements for the carriage and deposit of incendiary materials (hot or burning ash, cinders, hot furnace refuse, or any combustible matter that is burning). Note: this authority is also prescribed to a Bush Fire Control Officer, a Bush Fire Liaison Officer or an authorised CALM Act officer. | | | |
| **Council Conditions on this Delegation:** | | Nil. | | | |
| **Express Power to Sub-Delegate:** | | Sub-delegation is prohibited by section 48(3). | | | |
| Compliance Links: | | *Bush Fires Act 1954* | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |

### 4.1.2 Firebreaks

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | Local Government | | | | |
| **Express Power to Delegate:** | *Bush Fires Act 1954:*<br>48 Delegation by local government | | | | |
| **Express Power or Duty Delegated:** | *Bush Fires Act 1954:*<br>33 Local government may require occupier of land to plough or clear fire-breaks | | | | |
| **Delegate:** | **Chief Executive Officer** | | | | |
| **Function:** | 1. Authority to give written notice to an owner or occupier of land or all owners or occupiers of land within the District, requiring, to the satisfaction of the Town:<br>a. clearing of firebreaks as determined necessary and specified in the notice; and<br>b. act in respect to anything which is on the land and is or is likely to be conducive to the outbreak of a bush fire or the spread or extension of a bush fire; and<br>c. as a separate or coordinated action with any other person carry out similar actions.<br>2. Authority to direct a Bush Fire Control Officer or any other employee to enter onto the land of an owner or occupier to carry out the requisitions of the notice which have not been complied with.<br>3. Authority to recover any costs and expenses incurred in doing the acts, matters or things required to carry out the requisitions of the notice. | | | | |
| **Council Conditions on this Delegation:** | Nil. | | | | |
| **Express Power to Sub-Delegate:** | Sub-delegation is prohibited by section 48(3). | | | | |
| Compliance Links: | *Bush Fires Act 1954* | | | | |
| Record Keeping: | Exercise of authority to be recorded in TRIM. | | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |

### 4.1.3 Appoint Bush Fire Control Officers and Fire Weather Officer

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Local Government | | | |
| **Express Power to Delegate:** | | *Bush Fires Act 1954:*<br>48 Delegation by local government | | | |
| **Express Power or Duty Delegated:** | | *Bush Fires Act 1954:*<br>38 Local Government may appoint bush fire control officer | | | |
| **Delegate:** | | **Chief Executive Officer** | | | |
| **Function:** | | 1. Authority to appoint persons to be Bush Fire Control Officers for the purposes of the *Bush Fires Act 1954*; and<br>a. Of those Officers, appoint 2 as the Chief Bush Fire Control Officer and Deputy Chief Bush Fire Control Officer; and<br>b. Determine the respective seniority of the other Bush Fire Officers so appointed.<br>2. Authority to issue directions to a Bush Fire Control Officer to burn on or at the margins of a road reserve under the care, control and management of the Town.<br>3. Authority to appoint a Fire Weather Officer, selected from senior Bush Fire Control Officers previously appointed and where more than one Fire Weather Officer is appointed, define a part of the District in which each Fire Weather Officer shall have exclusive right to exercise the powers of section 38(17).<br>4. Authority to appoint deputy Fire Weather Officer/s as considered necessary and where two or more deputies are appointed, determine seniority. | | | |
| **Council Conditions on this Delegation:** | | Nil. | | | |
| **Express Power to Sub-Delegate:** | | Sub-delegation is prohibited by section 48(3). | | | |
| Compliance Links: | | *Bush Fires Act 1954* | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |

#### 4.1.4 Recovery of Expenses Incurred through Contraventions of this Act

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Local Government | | | |
| **Express Power to Delegate:** | | *Bush Fires Act 1954:*<br>48 Delegation by local government | | | |
| **Express Power or Duty Delegated:** | | *Bush Fires Act 1954:*<br>58 General penalty and recovery of expenses incurred | | | |
| **Delegate:** | | **Chief Executive Officer**<br>**Chief Bush Fire Control Officer** | | | |
| **Function:** | | Authority to recover expenses incurred as a result of an offence against the Bush Fires Act, being expenses incurred through the fulfilment of a duty or doing anything for which the Act empowered or required the Town or those on behalf of the Town to do. | | | |
| **Council Conditions on this Delegation:** | | Nil. | | | |
| **Express Power to Sub-Delegate:** | | Sub-delegation is prohibited by section 48(3). | | | |
| Compliance Links: | | *Bush Fires Act 1954* | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |

### 4.1.5 Prosecution of Offences

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Local Government | | | |
| **Express Power to Delegate:** | | *Bush Fires Act 1954:*<br>48 Delegation by local government | | | |
| **Express Power or Duty Delegated:** | | *Bush Fires Act 1954:*<br>59 Prosecution of offences | | | |
| **Delegate:** | | **Chief Executive Officer**<br>**Chief Bush Fire Control Officer** | | | |
| **Function:** | | Authority to institute and carry on proceedings against a person for an offence alleged to be committed against this Act. | | | |
| **Council Conditions on this Delegation:** | | Nil. | | | |
| **Express Power to Sub-Delegate:** | | Sub-delegation is prohibited by section 48(3). | | | |
| Compliance Links: | | *Bush Fires Act 1954:*<br>65 Proof of certain matters<br>66 Proof of ownership or occupancy | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |

#### 4.1.6 Authority to Serve Infringement Notices

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Local Government | | | |
| **Express Power to Delegate:** | | *Bush Fires Act 1954:*<br>48 Delegation by local government | | | |
| **Express Power or Duty Delegated:** | | *Bush Fires Act 1954:*<br>59A Alternative procedure – infringement notices | | | |
| **Delegate:** | | **Chief Executive Officer**<br>**Chief Bush Fire Control Officer**<br>**Deputy Chief Bush Fire Control Officer**<br>**Bush Fire Control Officer** | | | |
| **Function:** | | Authority to serve an infringement notice for an offence against this Act. | | | |
| **Council Conditions on this Delegation:** | | Nil. | | | |
| **Express Power to Sub-Delegate:** | | Sub-delegation is prohibited by section 48(3). | | | |
| Compliance Links: | | *Bush Fires Act 1954:*<br>65 Proof of certain matters<br>66 Proof of ownership or occupancy | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |

### 4.1.7 Withdrawal of Infringement Notices

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Local Government | | | |
| **Express Power to Delegate:** | | *Bush Fires Act 1954:*<br>48 Delegation by local government | | | |
| **Express Power or Duty Delegated:** | | *Bush Fires Act 1954:*<br>59A Alternative procedure – infringement notices | | | |
| **Delegate:** | | **Chief Executive Officer** | | | |
| **Function:** | | Authority to withdraw an infringement notice for an offence against this Act. | | | |
| **Council Conditions on this Delegation:** | | Nil. | | | |
| **Express Power to Sub-Delegate:** | | Sub-delegation is prohibited by section 48(3). | | | |
| Compliance Links: | | *Bush Fires Act 1954:*<br>65 Proof of certain matters<br>66 Proof of ownership or occupancy | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 19/5/2020 | Council | 393/2020 | Item 11.1 Annual Review |

## Part 5 – Cat Act 2011

### Division 5.1 – Council to CEO

#### 5.1.1 Cat Registrations

| | |
|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Cat Act 2011:*<br>44 Delegation by local government |
| **Express Power or Duty Delegated:** | *Cat Act 2011:*<br>9 Registration<br>10 Cancellation of registration<br>11 Registration numbers, certificates and tags<br>*Cat Regulations 2012*<br>Schedule 3, clause 1(4) Fees Payable |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | 1. Authority to grant, or refuse to grant, a cat registration or renewal of a cat registration.<br>2. Authority to refuse to consider an application for registration or renewal where an applicant does not comply with a requirement to give any document or information required to determine the application.<br>3. Authority to cancel a cat registration.<br>4. Authority to give the cat owner a new registration certificate or tag, if satisfied that the original has been stolen, lost, damaged or destroyed.<br>5. Authority to reduce or waive a registration or approval to breed fee, in respect of any individual cat or any class of cats within the Town's District. |
| **Council Conditions on this Delegation:** | Notices of decisions must include advice as to Objection and Review rights in accordance with Part 4, Division 5 of the *Cat Act 2011*. |
| **Express Power to Sub-Delegate:** | *Cat Act 2011:*<br>45 Delegation by CEO of local government |
| Compliance Links: | *Cat Regulations 2012*<br>11 Application for registration prescribes the Form of applications for registration.<br>12 Period of registration<br>13 Changes in registration<br>14 Registration certificate<br>15 Registration tags<br>Decisions are subject to Objection and Review by the State Administration Tribunal rights – refer Part 4, Division 5 of the *Cat Act 2011*. |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

| Version | Approved, Amended, Rescinded | Date | Authority | Resolution Number | Key Changes/Notes |
|---|---|---|---|---|---|
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 01/07/2020 | CEO | - | Annual Sub-delegate Review |

### 5.1.2 Cat Control Notice

| | |
|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Cat Act 2011:*<br>44 Delegation by local government |
| **Express Power or Duty Delegated:** | *Cat Act 2011:*<br>26 Cat control notice may be given to cat owner |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | Authority to give a cat control notice to a person who is the owner of a cat ordinarily kept within the Town's District. |
| **Council Conditions on this Delegation:** | Nil. |
| **Express Power to Sub-Delegate:** | *Cat Act 2011:*<br>45 Delegation by CEO of local government |
| Compliance Links: | *Cat Regulations 2012*<br>20 Cat control notice, prescribes the Form of the notice |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
|---|---|---|---|---|---|
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 01/07/2020 | CEO | - | Annual Sub-delegate Review |

### 5.1.4 Appoint Authorised Persons

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Local Government | | | |
| **Express Power to Delegate:** | | *Cat Act 2011:*<br>44 Delegation by local government | | | |
| **Express Power or Duty Delegated:** | | *Cat Act 2011:*<br>48 Authorised persons | | | |
| **Delegate:** | | **Chief Executive Officer** | | | |
| **Function:** | | Authority to appoint authorised persons by issuing a certificate of authorisation. | | | |
| **Council Conditions on this Delegation:** | | Nil. | | | |
| **Express Power to Sub-Delegate:** | | *Cat Act 2011:*<br>45 Delegation by CEO of local government | | | |
| Compliance Links: | | N/A | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |

### 5.1.5 Applications to Keep Additional Cats

| | |
|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Cat Act 2011:*<br>44 Delegation by local government |
| **Express Power or Duty Delegated:** | *Cat (Uniform Local Provisions) Regulations 2013:*<br>8 Application to keep additional number of cats<br>9 Grant of approval to keep additional number of cats |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | 1. Authority to require any document or additional information required to determine an application.<br>2. Authority to refuse to consider an application if the applicant does not comply with a requirement to provide any document or information required to determine an application.<br>3. Authority to grant or refuse approval for additional number of cats specified in an application to be kept at the prescribed premises and to determine any condition reasonably necessary to ensure premises are suitable for the additional number of cats. |
| **Council Conditions on this Delegation:** | Notices of decisions must include advice as to Review rights in accordance with 11 of the *Cat (Uniform Local Provisions) Regulations 2013*. |
| **Express Power to Sub-Delegate:** | *Cat Act 2011:*<br>45 Delegation by CEO of local government |
| Compliance Links: | *Cat (Uniform Local Provisions) Regulations 2013*<br>*Health Local Law 2003* |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
|---|---|---|---|---|---|
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 01/07/2020 | CEO | - | Annual Sub-delegate Review |

## Part 6 – Dog Act 1976

### Division 6.1 – Council to CEO

#### 6.1.1 Refuse or Cancel Registration

| | |
|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Dog Act 1976:*<br>10AA Delegation of local government powers and duties |
| **Express Power or Duty Delegated:** | *Dog Act 1976*:<br>15 Registration periods and fees<br>16 Registration procedure<br>17A If no application for registration made<br>17 Refusal or cancellation of registration |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | 1. Authority to determine to refuse a dog registration and refund the fee, if any.<br>2. Authority to direct the registration officer to refuse to effect or renew or to cancel the registration of a dog, and to give notice of such decisions, where:<br>a. the applicant, owner or registered owner has been convicted of an offence or paid a modified penalty within the past 3-years in respect of 2 or more offences against this Act, the *Cat Act 2011* or the *Animal Welfare Act 2002*; or<br>b. the dog is determined to be destructive, unduly mischievous or to be suffering from a contagious or infectious disease or<br>c. the delegate is not satisfied that the dog is or will be effectively confined in or at premises where the dog is ordinarily kept<br>d. the dog is required to be microchipped but is not microchipped; or<br>e. the dog is a dangerous dog.<br>3. Authority to discount or waive a registration fee, including a concessional fee, for any individual dog or any class of dogs within the Town's District. |
| **Council Conditions on this Delegation:** | The Chief Executive Officer may further delegate (sub-delegate) to employees which the CEO has determined as being suitably capable of fulfilling the powers and duties contained in this Delegation. |
| **Express Power to Sub-Delegate:** | *Dog Act 1976:*<br>10AA(3) Delegation of local government powers and duties (NOTE – sub-delegation only permitted where delegation to the CEO expressly authorises sub-delegation) |
| Compliance Links: | *Dog Act 1976* |

| | | | | | |
|---|---|---|---|---|---|
| | | 17A If no application for registration made – procedure for giving notice of decision under s.16(3)<br>Note – Decisions under this delegation may be referred for review by the State Administration Tribunal – 16A, 17(4) and (6)<br>*Dog Local Law 2018* | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 01/07/2020 | CEO | - | Annual Sub-delegate Review |

### 6.1.2 Seize Dog

| | |
|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Dog Act 1976:*<br>10AA Delegation of local government powers and duties |
| **Express Power or Duty Delegated:** | *Dog Act 1976*:<br>15 Registration periods and fees<br>16 Registration procedure<br>17A If no application for registration made<br>17 Refusal or cancellation of registration |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | 1. Authority to apply to a Justice of the Peace for an order to seize a dog where, following a decision to refuse or cancel a registration and the applicant / owner has not applied to the State Administration Tribunal for the decision to be reviewed.<br>2. Authority, following seizure, to determine to cause the dog to be detained or destroyed or otherwise disposed of as though it had be found in contravention of section 31, 32 or 33A and had not been claimed. |
| **Council Conditions on this Delegation:** | The Chief Executive Officer may further delegate (sub-delegate) to employees which the CEO has determined as being suitably capable of fulfilling the powers and duties contained in this Delegation. |
| **Express Power to Sub-Delegate:** | *Dog Act 1976:*<br>10AA(3) Delegation of local government powers and duties (NOTE – sub-delegation only permitted where delegation to the CEO expressly authorises sub-delegation) |
| Compliance Links: | *Dog Act 1976*<br>17A If no application for registration made – procedure for giving notice of decision under s.16(3)<br>Note – Decisions under this delegation may be referred for review by the State Administration Tribunal – 16A, 17(4) and (6)<br>*Dog Local Law 2018* |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
|---|---|---|---|---|---|
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 01/07/2020 | CEO | - | Annual Sub-delegate Review |

### 6.1.3 Appoint Authorised Persons

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Local Government | | | |
| **Express Power to Delegate:** | | *Dog Act 1976:*<br>10AA Delegation of local government powers and duties | | | |
| **Express Power or Duty Delegated:** | | *Dog Act 1976*:<br>11 Staff and Services | | | |
| **Delegate:** | | **Chief Executive Officer** | | | |
| **Function:** | | 1. Authority to appoint Registration Officers to exercise the powers and duties conferred on a Registration Officer by this Act.<br>2. Authority to appoint authorised persons to exercise the powers conferred on an authorised person by this Act. | | | |
| **Council Conditions on this Delegation:** | | Nil. | | | |
| **Express Power to Sub-Delegate:** | | *Dog Act 1976:*<br>10AA(3) Delegation of local government powers and duties | | | |
| Compliance Links: | | *Dog Act 1976*<br>*Dog Local Law 2018* | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |

### 6.1.4 Recovery of Moneys Due Under this Act

| | |
|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Dog Act 1976:*<br>10AA Delegation of local government powers and duties |
| **Express Power or Duty Delegated:** | *Dog Act 1976*:<br>29 Power to seize dogs |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | Authority to recover moneys, in a court of competent jurisdiction, due in relation to a dog for which the owner is liable. |
| **Council Conditions on this Delegation:** | The Chief Executive Officer may further delegate (sub-delegate) to employees which the CEO has determined as being suitably capable of fulfilling the powers and duties contained in this Delegation. |
| **Express Power to Sub-Delegate:** | *Dog Act 1976:*<br>10AA(3) Delegation of local government powers and duties (NOTE – sub-delegation only permitted where delegation to the CEO expressly authorises sub-delegation) |
| Compliance Links: | *Dog Act 1976*<br><br>Includes recovery of expenses relevant to:<br>30A(3) Operator of dog management facility may have dog microchipped at owner's expense<br>33M Local government expenses to be recoverable.<br>47 Veterinary service expenses recoverable from local government<br>*Dog Regulations 2013*<br>31 Local government expenses as to dangerous dogs (declared)<br><br>*Dog Local Law 2018* |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
|---|---|---|---|---|---|
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 01/07/2020 | CEO | - | Annual Sub-delegate Review |

### 6.1.5 Dispose of or Sell Dogs Liable to be Destroyed

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Local Government | | | |
| **Express Power to Delegate:** | | *Dog Act 1976:*<br>10AA Delegation of local government powers and duties | | | |
| **Express Power or Duty Delegated:** | | *Dog Act 1976*:<br>29 Power to seize dogs | | | |
| **Delegate:** | | **Chief Executive Officer** | | | |
| **Function:** | | Authority to dispose of or sell a dog which is liable to be destroyed. | | | |
| **Council Conditions on this Delegation:** | | 1. The Chief Executive Officer may further delegate (sub-delegate) to employees which the CEO has determined as being suitably capable of fulfilling the powers and duties contained in this Delegation.<br><br>2. Proceeds from the sale of dogs are to be directed into the Municipal Fund. | | | |
| **Express Power to Sub-Delegate:** | | *Dog Act 1976:*<br>10AA(3) Delegation of local government powers and duties (NOTE – sub-delegation only permitted where delegation to the CEO expressly authorises sub-delegation) | | | |
| Compliance Links: | | *Dog Act 1976*<br>*Dog Local Law 2018* | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 01/07/2020 | CEO | - | Annual Sub-delegate Review |

### 6.1.6 Dangerous Dog Declared or Seized – Deal with Objections and Determine when to Revoke

| | |
|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Dog Act 1976:*<br>10AA Delegation of local government powers and duties |
| **Express Power or Duty Delegated:** | *Dog Act 1976*:<br>33F Owners to be notified of making of declaration<br>33G Seizure and destruction<br>33H Local government may revoke declaration or proposal to destroy |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | 1. Authority to consider and determine to either dismiss or uphold an objection to the declaration of a dangerous dog.<br>2. Authority to consider and determine to either dismiss or uphold an objection to seizure of a dangerous dog.<br>3. Authority to revoke a declaration of a dangerous dog or revoke notice proposing to cause a dog to be destroyed, only where satisfied that the dog can be kept without likelihood of any contravention of this Act.<br>4. Authority to, before dealing with an application to revoke a declaration or notice, require the owner of the dog to attend with the dog a course in behaviour and training or otherwise demonstrate a change in the behaviour of the dog. |
| **Council Conditions on this Delegation:** | 1. The Chief Executive Officer may further delegate (sub-delegate) to employees which the CEO has determined as being suitably capable of fulfilling the powers and duties contained in this Delegation.<br>2. Delegation not to be exercised by Officer who declared a dog to be a dangerous dog. |
| **Express Power to Sub-Delegate:** | *Dog Act 1976:*<br>10AA(3) Delegation of local government powers and duties (NOTE – sub-delegation only permitted where delegation to the CEO expressly authorises sub-delegation) |
| Compliance Links: | *Dog Act 1976*<br>*Dog Local Law 2018*<br><br>Note – Decisions under this delegation may be referred for review by the State Administration Tribunal. |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
|---|---|---|---|---|---|
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |

| | | | | | |
|---|---|---|---|---|---|
| 3 | Amended | 01/07/2020 | CEO | - | Annual Sub-delegate Review |

### 6.1.7 Deal with Objection to Notice to Revoke Dangerous Dog Declaration or Destruction Notice

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Local Government | | | |
| **Express Power to Delegate:** | | *Dog Act 1976:*<br>10AA Delegation of local government powers and duties | | | |
| **Express Power or Duty Delegated:** | | *Dog Act 1976*:<br>33H Local government may revoke declaration or proposal to destroy | | | |
| **Delegate:** | | **Chief Executive Officer** | | | |
| **Function:** | | Authority to consider and determine to either dismiss or uphold an objection to a decision to revoke:<br>a. a notice declaring a dog to be dangerous; or<br>b. a notice proposing to cause a dog to be destroyed. | | | |
| **Council Conditions on this Delegation:** | | 1. The Chief Executive Officer may further delegate (sub-delegate) to employees which the CEO has determined as being suitably capable of fulfilling the powers and duties contained in this Delegation.<br>2. Delegation not to be exercised by Officer who declared a dog to be a dangerous dog. | | | |
| **Express Power to Sub-Delegate:** | | *Dog Act 1976:*<br>10AA(3) Delegation of local government powers and duties (NOTE – sub-delegation only permitted where delegation to the CEO expressly authorises sub-delegation) | | | |
| Compliance Links: | | *Dog Act 1976*<br>*Dog Local Law 2018*<br>Note – Decisions under this delegation may be referred for review by the State Administration Tribunal. | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 01/07/2020 | CEO | - | Annual Sub-delegate Review |

### 6.1.8 Determine Recoverable Expenses for Dangerous Dog Declaration

| | |
|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Dog Act 1976:*<br>10AA Delegation of local government powers and duties |
| **Express Power or Duty Delegated:** | *Dog Act 1976*:<br>33M(1)(a) Local Government expenses to be recoverable |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | Authority to determine the reasonable charge to be paid by an owner at the time of payment of the registration fee under section 15, up to any maximum amount prescribed, having regard to the expenses incurred by the Local Government in making inquiries, investigations and inspections concerning the behaviour of a dog declared to be dangerous. |
| **Council Conditions on this Delegation:** | The Chief Executive Officer may further delegate (sub-delegate) to employees which the CEO has determined as being suitably capable of fulfilling the powers and duties contained in this Delegation. |
| **Express Power to Sub-Delegate:** | *Dog Act 1976:*<br>10AA(3) Delegation of local government powers and duties (NOTE – sub-delegation only permitted where delegation to the CEO expressly authorises sub-delegation) |
| Compliance Links: | *Dog Act 1976*<br>*Dog Local Law 2018*<br><br>Note – Decisions under this delegation may be referred for review by the State Administration Tribunal. |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
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| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 01/07/2020 | CEO | - | Annual Sub-delegate Review |

### 6.1.9 Grant an Exemption to Keep More Than 2 Dogs

| | |
|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Dog Act 1976:*<br>10AA Delegation of local government powers and duties |
| **Express Power or Duty Delegated:** | *Dog Act 1976:*<br>26(3) Limitations as to numbers |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | Authority to grant an exemption to the limitation of the number of dogs to be kept at a premise, as set out in clause 3.3 of the *Dog Local Law 2018*, and apply conditions to the exemption. |
| **Council Conditions on this Delegation:** | 1. Exemptions:<br>a. may be made subject to conditions, including a condition that it applies only to the dogs specified in the exemption; and<br>b. cannot authorise the keeping in or at those premises of —<br>i. more than 4 dogs that have reached 3 months of age; or<br>ii. a dog under that age unless it is a pup of a dog whose keeping is authorised by the exemption; and<br>c. may be revoked or varied at any time.<br><br>2. The Chief Executive Officer may further delegate (sub-delegate) to employees which the CEO has determined as being suitably capable of fulfilling the powers and duties contained in this Delegation. |
| **Express Power to Sub-Delegate:** | *Dog Act 1976:*<br>10AA(3) Delegation of local government powers and duties (NOTE – sub-delegation only permitted where delegation to the CEO expressly authorises sub-delegation) |
| Compliance Links: | *Dog Act 1976*<br>*Dog Local Law 2018*<br><br>Note – Decisions under this delegation may be referred for review by the State Administration Tribunal. |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
|---|---|---|---|---|---|
| | | | | | |

## Part 7 - Food Act 2008 Delegations

*Note: There is no power of sub-delegation under the Food Act 2008, all delegations are made directly by Council to employees.*

### Division 1 – Council to Employees

#### 7.1.1 Determine Compensation

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Enforcement Agency (Local Government) | | | |
| **Express Power to Delegate:** | | *Food Act 2008:*<br>118 Functions of enforcement agencies and delegation | | | |
| **Express Power or Duty Delegated:** | | *Food Act 2008*:<br>56 Compensation to be paid in certain circumstances<br>70 Compensation | | | |
| **Delegate:** | | **Chief Executive Officer**<br>**Chief Community Planner** | | | |
| **Function:** | | 1. Authority to determine applications for compensation in relation to any item seized, if no contravention has been committed and the item cannot be returned.<br><br>2. Authority to determine an application for compensation from a person on whom a prohibition notice has been served and who has suffered loss as the result of the making of the order and who considers that there were insufficient grounds for making the order. | | | |
| **Council Conditions on this Delegation:** | | 1. In accordance with 118(3)(b), this delegation is subject to relevant Department of Health CEO Guidelines, as amended from time to time.<br><br>2. Compensation under this delegation may only be determined upon documented losses up to a maximum of $1,000. Compensation requests above this value are to be reported to Council. | | | |
| **Sub-Delegation:** | | Nil – Food Regulations 2009 do not provide for sub-delegation. | | | |
| Compliance Links: | | *Food Act 2008*<br><br>Note – Decisions under this delegation may be referred for review by the State Administration Tribunal. | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |

### 7.1.2 Prohibition Orders

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Enforcement Agency (Local Government) | | | |
| **Express Power to Delegate:** | | *Food Act 2008:*<br>118 Functions of enforcement agencies and delegation | | | |
| **Express Power or Duty Delegated:** | | *Food Act 2008*:<br>65 Prohibition orders<br>66 Certificate of clearance to be given in certain circumstances<br>67 Request for re-inspection | | | |
| **Delegate:** | | **Chief Executive Officer**<br>**Chief Community Planner**<br>**Manager Development Services**<br>**Principal Environmental Health Officer** | | | |
| **Function:** | | 1. Authority to serve a prohibition order on the proprietor of a food business in accordance with 65 of the *Food Act 2008*.<br><br>2. Authority to give a certificate of clearance, where inspection demonstrates compliance with a prohibition order and any relevant improvement notices.<br><br>3. Authority to give written notice to proprietor of a food business on whom a prohibition order has been served of the decision not to give a certificate of clearance after an inspection. | | | |
| **Council Conditions on this Delegation:** | | In accordance with 118(3)(b), this delegation is subject to relevant Department of Health CEO Guidelines, as amended from time to time. | | | |
| **Sub-Delegation:** | | Nil – Food Regulations 2009 do not provide for sub-delegation. | | | |
| Compliance Links: | | *Food Act 2008*<br><br>Note – Decisions under this delegation may be referred for review by the State Administration Tribunal. | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |

### 7.1.3 Food Business Registrations

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Enforcement Agency (Local Government) | | | |
| **Express Power to Delegate:** | | *Food Act 2008:*<br>118 Functions of enforcement agencies and delegation | | | |
| **Express Power or Duty Delegated:** | | *Food Act 2008*:<br>110 Registration of food business<br>112 Variation of conditions or cancellation of registration of food businesses | | | |
| **Delegate:** | | **Chief Executive Officer**<br>**Chief Community Planner**<br>**Manager Development Services**<br>**Principal Environmental Health Officer** | | | |
| **Function:** | | 1. Authority to consider applications and determine registration of a food business and grant the application with or without conditions or refuse the registration.<br>2. Authority to vary the conditions or cancel the registration of a food business. | | | |
| **Council Conditions on this Delegation:** | | In accordance with 118(3)(b), this delegation is subject to relevant Department of Health CEO Guidelines, as amended from time to time, including but not limited to:<br>• Food Act 2008 Regulatory Guideline No.1 Introduction of Regulatory Food Safety Auditing in WA<br>• Food Unit Fact Sheet 8 – Guide to Regulatory Guideline No.1<br>• WA Priority Classification System<br>• Verification of Food Safety Program Guideline | | | |
| **Sub-Delegation:** | | Nil – Food Regulations 2009 do not provide for sub-delegation. | | | |
| Compliance Links: | | *Food Act 2008*<br><br>Note – Decisions under this delegation may be referred for review by the State Administration Tribunal. | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |

### 7.1.4 Appoint Authorised Officers and Designated Officers

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | Enforcement Agency (Local Government) | | | | |
| **Express Power to Delegate:** | *Food Act 2008:*<br>118 Functions of enforcement agencies and delegation | | | | |
| **Express Power or Duty Delegated:** | *Food Act 2008*:<br>122 Appointment of authorised officers<br>126 Infringement Officers | | | | |
| **Delegate:** | **Chief Executive Officer** | | | | |
| **Function:** | 1. Authority to appoint a person to be an authorised officer for the purposes of the *Food Act 2008*.<br>2. Authority to appoint an Authorised Officer appointed under 122(2) of this Act or the 24(1) of the *Public Health Act 2016,* to be a Designated Officer for the purposes of issuing Infringement Notices under the *Food Act 2008*.<br>3. Authority to appoint an Authorised Officer to be a Designated Officer (who is prohibited by 126(13) from also being a Designated Officer for the purpose of issuing infringements), for the purpose of extending the time for payment of modified penalties 126(6) and determining withdrawal of an infringement notice 126(7). | | | | |
| **Council Conditions on this Delegation:** | In accordance with 118(3)(b), this delegation is subject to relevant Department of Health CEO Guidelines, as amended from time to time, including but not limited to:<br>• Appointment of Authorised Officers as Meat Inspectors<br>• Appointment of Authorised Officers<br>• Appointment of Authorised Officers – Designated Officers only<br>• Appointment of Authorised Officers – Appointment of persons to assist with the discharge of duties of an Authorised Officer | | | | |
| **Sub-Delegation:** | Nil – Food Regulations 2009 do not provide for sub-delegation. | | | | |
| Compliance Links: | *Food Act 2008*<br>122(3) requires an Enforcement Agency to maintain a list of appointed authorised officers<br>123(1) requires an Enforcement Agency to provide each Authorised Officer with a Certificate of Authority as prescribed | | | | |
| Record Keeping: | Exercise of authority to be recorded in TRIM. | | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |

### 7.1.5 Debt Recovery and Prosecutions

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Enforcement Agency (Local Government) | | | |
| **Express Power to Delegate:** | | *Food Act 2008:*<br>118 Functions of enforcement agencies and delegation | | | |
| **Express Power or Duty Delegated:** | | *Food Act 2008*:<br>54 Cost of destruction or disposal of forfeited item<br>125 Institution of proceedings | | | |
| **Delegate:** | | **Chief Executive Officer**<br>**Chief Community Planner**<br>**Manager Development Services**<br>**Principal Environmental Health Officer** | | | |
| **Function:** | | 1. Authority to recover costs incurred in connection with the lawful destruction or disposal of an item (seized) including any storage costs and the costs of any subsequent proceedings in a court of competent jurisdiction.<br>2. Authority to institute proceedings for an offence under the *Food Act 2008*. | | | |
| **Council Conditions on this Delegation:** | | In accordance with 118(3)(b), this delegation is subject to relevant Department of Health CEO Guidelines, as amended from time to time. | | | |
| **Sub-Delegation:** | | Nil – Food Regulations 2009 do not provide for sub-delegation. | | | |
| Compliance Links: | | *Food Act 2008* | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |

### 7.1.6 Food Businesses List – Public Access

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Enforcement Agency (Local Government) | | | |
| **Express Power to Delegate:** | | *Food Act 2008:*<br>118 Functions of enforcement agencies and delegation | | | |
| **Express Power or Duty Delegated:** | | *Food Act 2008*:<br>51 Enforcement agency may make list of food | | | |
| **Delegate:** | | **Chief Executive Officer**<br>**Chief Community Planner** | | | |
| **Function:** | | Authority to decide to make a list of food businesses maintained under section 115 publicly available. | | | |
| **Council Conditions on this Delegation:** | | In accordance with 118(3)(b), this delegation is subject to relevant Department of Health CEO Guidelines, as amended from time to time. | | | |
| **Sub-Delegation:** | | Nil – Food Regulations 2009 do not provide for sub-delegation. | | | |
| Compliance Links: | | *Food Act 2008* | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |

## Part 8 – Graffiti Vandalism Act 2016 Delegations

### Division 1 – Council to CEO

#### 8.1.1 Give Notices Requiring Obliteration of Graffiti

| | |
|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Graffiti Vandalism Act 2016:*<br>16 Delegation by local government |
| **Express Power or Duty Delegated:** | *Graffiti Vandalism Act 2016:*<br>18 Notice requiring removal of graffiti<br>19 Additional powers when notice is given |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | 1. Authority to give written notice to a person who is an owner or occupier of property on which graffiti is applied, requiring the person to ensure that the graffiti is obliterated in an acceptable manner, within the time set out in the notice.<br><br>2. Authority, where a person fails to comply with a notice, to do anything considered necessary to obliterate the graffiti in an acceptable manner and to take action to recover costs incurred as a debt due from the person who failed to comply with the notice. |
| **Council Conditions on this Delegation:** | Nil. |
| **Express Power to Sub-Delegate:** | *Graffiti Vandalism Act 2016:*<br>17 Delegation by CEO of local government |
| Compliance Links: | *Graffiti Vandalism Act 2016*<br><br>Note – Decisions under this delegation may be referred for review by the State Administration Tribunal. |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
|---|---|---|---|---|---|
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |

### 8.1.2 Notices – Deal with Objections and Give Effect to Notices

| | |
|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Graffiti Vandalism Act 2016:*<br>16 Delegation by local government |
| **Express Power or Duty Delegated:** | *Graffiti Vandalism Act 2016:*<br>22 Objection may be lodged<br>24 Suspension of effect of notice |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | 1. Authority to deal with an objection to a notice.<br>2. Authority, where an objection has been lodged, to:<br>a. determine and take action to give effect to the notice, where it is determined that there are urgent reasons or an endangerment to public safety or likely damage to property or serious nuisance, if action is not taken; and<br>b. to give notice to the affected person, before taking the necessary actions. |
| **Council Conditions on this Delegation:** | Nil. |
| **Express Power to Sub-Delegate:** | *Graffiti Vandalism Act 2016:*<br>17 Delegation by CEO of local government |
| Compliance Links: | *Graffiti Vandalism Act 2016*<br><br>Note – Decisions under this delegation may be referred for review by the State Administration Tribunal. |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
|---|---|---|---|---|---|
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |

### 8.1.3 Obliterate Graffiti on Private Property

| | |
|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Graffiti Vandalism Act 2016:*<br>16 Delegation by local government |
| **Express Power or Duty Delegated:** | *Graffiti Vandalism Act 2016:*<br>25 Local government graffiti powers on land not local government property |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | Authority to determine to obliterate graffiti applied without consent of the owner or occupier, even though the land on which it is done is not local government property and the local government does not have consent. |
| **Council Conditions on this Delegation:** | Subject to exercising Powers of Entry. |
| **Express Power to Sub-Delegate:** | *Graffiti Vandalism Act 2016:*<br>17 Delegation by CEO of local government |
| Compliance Links: | *Graffiti Vandalism Act 2016* |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
|---|---|---|---|---|---|
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |

### 8.1.4 Powers of Entry

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Local Government | | | |
| **Express Power to Delegate:** | | *Graffiti Vandalism Act 2016:*<br>16 Delegation by local government | | | |
| **Express Power or Duty Delegated:** | | *Graffiti Vandalism Act 2016:*<br>28 Notice of entry<br>29 Entry under warrant | | | |
| **Delegate:** | | **Chief Executive Officer** | | | |
| **Function:** | | 1. Authority to give notice of an intended entry to the owner or occupier of land, premises or thing, specifying the purpose for which entry is required.<br><br>2. Authority to obtain a warrant to enable entry onto any land, premises or thing for the purposes of this Act. | | | |
| **Council Conditions on this Delegation:** | | Nil. | | | |
| **Express Power to Sub-Delegate:** | | *Graffiti Vandalism Act 2016:*<br>17 Delegation by CEO of local government | | | |
| Compliance Links: | | *Graffiti Vandalism Act 2016* | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |

## Part 9 – Public Health Act 2016 Delegations

*Note: There is no power of sub-delegation under the Public Health Act 2016, all delegations are made directly by Council to employees.*

### Division 1 – Council to Employees

#### 9.1.1 Appoint Authorised Officer or Approved Officer (Asbestos Regulations)

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Local Government | | | |
| **Express Power to Delegate:** | | *Health (Asbestos) Regulations 1992:*<br>15D Infringement Notices | | | |
| **Express Power or Duty Delegated:** | | *Health (Asbestos) Regulations 1992:*<br>15D Infringement Notices | | | |
| **Delegate:** | | **Chief Executive Officer** | | | |
| **Function:** | | Authority to appoint a person or classes of persons as an authorised officer or approved officer for the purposes of the *Criminal Procedure Act 2004*. | | | |
| **Council Conditions on this Delegation:** | | Subject to each person so appointed being issued with a certificate, badge or identity card identifying the officer as a person authorised to issue infringement notice. | | | |
| **Sub Delegation:** | | Nil. *Health (Asbestos) Regulations 1992* do not provide a power to sub-delegate. | | | |
| Compliance Links: | | *Criminal Procedure Act 2004* – Part 2 | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |

### 9.1.2 Enforcement Agency Reports to Chief Health Officer

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Enforcement Agency (Local Government) | | | |
| **Express Power to Delegate:** | | *Public Health Act 2016:*<br>21 Enforcement agency may delegate | | | |
| **Express Power or Duty Delegated:** | | *Public Health Act 2016*<br>22 Reports by and about enforcement agencies | | | |
| **Delegate:** | | **Chief Executive Officer**<br>**Chief Community Planner**<br>**Manager Development Services**<br>**Principal Environmental Health Officer** | | | |
| **Function:** | | 1. Authority to prepare and provide to the Chief Health Officer, the Local Government's report on the performance of its functions under this Act and the performance of functions by persons employed or engaged by the Town.<br><br>2. Authority to prepare and provide to the Chief Health Officer, a report detailing any proceedings for an offence under this Act. | | | |
| **Council Conditions on this Delegation:** | | Nil. | | | |
| **Sub Delegation:** | | Nil. Unless a Regulation enacted under the *Public Health Act 2016*, specifically authorises a delegated power or duty of an enforcement agency to be further delegated. | | | |
| Compliance Links: | | *Public Health Act 2016*<br>20 Conditions on performance of functions by enforcement agencies. | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |

### 9.1.3 Designate Authorised Officers

| | |
|---|---|
| **Delegator:** | Enforcement Agency (Local Government) |
| **Express Power to Delegate:** | *Public Health Act 2016:*<br>21 Enforcement agency may delegate |
| **Express Power or Duty Delegated:** | *Public Health Act 2016*<br>24 Designation of authorised officers |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | Authority to designate a person or class of persons as authorised officers for the purposes of:<br>a. The *Public Health Act 2016* or other specified Act;<br>b. Specified provisions of the *Public Health Act 2016* or other specified Act;<br>c. Provisions of the *Public Health Act 2016* or another specified Act, other than the specified provisions of that Act.<br>Including:<br>d. an environmental health officer or environmental health officers as a class; OR<br>e. a person who is not an environmental health officer or a class of persons who are not environmental health officers, OR<br>f. a mixture of the two. |
| **Council Conditions on this Delegation:** | a. Subject to each person so appointed being;<br>• Appropriately qualified and experienced; and<br>• Issued with a certificate, badge or identity card identifying the authorised officer<br>b. A Register (list) of authorised officers is to be maintained in accordance with section 27. |
| **Sub Delegation:** | Nil. Unless a Regulation enacted under the *Public Health Act 2016*, specifically authorises a delegated power or duty of an enforcement agency to be further delegated. |
| Compliance Links: | *Public Health Act 2016*<br>20 Conditions on performance of functions by enforcement agencies.<br>25 Certain authorised officers required to have qualifications and experience.<br>26 Further provisions relating to designations<br>27 Lists of authorised officers to be maintained<br>28 When designation as authorised officer ceases<br>29 Chief Health Officer may issue guidelines about qualifications and experience of authorised officers<br>30 Certificates of authority<br>31 Issuing and production of certificate of authority for purposes of other written laws |

| | | | | | |
|---|---|---|---|---|---|
| | | 32 Certificate of authority to be returned.<br>136 Authorised officer to produce evidence of authority<br><br>*Criminal Investigation Act 2006*, Parts 6 and 13 – refer s.245 of the *Public Health Act 2016*<br><br>*The Criminal Code*, Chapter XXVI – refer s.252 of the *Public Health Act 2016* | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |

### 9.1.4 Determine Compensation for Seized Items

| | |
|---|---|
| **Delegator:** | Enforcement Agency (Local Government) |
| **Express Power to Delegate:** | *Public Health Act 2016:*<br>21 Enforcement agency may delegate |
| **Express Power or Duty Delegated:** | *Public Health Act 2016*<br>264 Compensation |
| **Delegate:** | **Chief Executive Officer**<br>**Chief Community Planner** |
| **Function:** | Authority, in response to an application for compensation, to determine compensation that is just and reasonable in relation to any item seized under Part 16 if there has been no contravention of the Act and the item cannot be returned or has in consequence of the seizure depreciated in value. |
| **Council Conditions on this Delegation:** | Compensation is limited to a maximum value of $1,000, with any proposal for compensation above this value to be referred for Council's determination. |
| **Sub Delegation:** | Nil. Unless a Regulation enacted under the *Public Health Act 2016*, specifically authorises a delegated power or duty of an enforcement agency to be further delegated. |
| Compliance Links: | *Public Health Act 2016*<br>20 Conditions on performance of functions by enforcement agencies.<br><br>Note – Decisions under this delegation may be referred for review by the State Administration Tribunal |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
|---|---|---|---|---|---|
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |

### 9.1.5 Commence Proceedings

| | | | | | |
|---|---|---|---|---|---|
| **Delegator:** | | Enforcement Agency (Local Government) | | | |
| **Express Power to Delegate:** | | *Public Health Act 2016:*<br>21 Enforcement agency may delegate | | | |
| **Express Power or Duty Delegated:** | | *Public Health Act 2016*<br>280 Commencing Proceedings | | | |
| **Delegate:** | | **Chief Executive Officer**<br>**Chief Community Planner**<br>**Manager Development Services**<br>**Principal Environmental Health Officer** | | | |
| **Function:** | | Authority to commence proceedings for an offence under the *Public Health Act 2016* | | | |
| **Council Conditions on this Delegation:** | | Nil. | | | |
| **Sub Delegation:** | | Nil. Unless a Regulation enacted under the *Public Health Act 2016*, specifically authorises a delegated power or duty of an enforcement agency to be further delegated. | | | |
| Compliance Links: | | *Public Health Act 2016*<br>20 Conditions on performance of functions by enforcement agencies. | | | |
| Record Keeping: | | Exercise of authority to be recorded in TRIM. | | | |
| **Version** | **Approved, Amended, Rescinded** | **Date** | **Authority** | **Resolution Number** | **Key Changes/Notes** |
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |

## Part 10 – Planning and Development Act 2005 and Associated Functions

### Division 1 - Council to CEO - Planning and Development Act 2005

#### 10.1.1 Illegal Development

| | |
|---|---|
| **Delegator:** | Responsible Authority (Local Government) |
| **Express Power to Delegate:** | *Local Government Act 1995:*<br>5.42 Delegation of some powers or duties to the CEO |
| **Express Power or Duty Delegated:** | *Planning and Development Act 2005:*<br>214 Illegal development, responsible authority's powers as to |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | 1. Give a written direction to the owner or any other person undertaking an unauthorised development to stop, and not recommence, the development or that part of the development that is undertaken in contravention of the planning scheme, interim development order or planning control area requirements.<br><br>2. Give a written direction to the owner or any other person who undertook an unauthorised development:<br><br>a. to remove, pull down, take up, or alter the development; and<br><br>b. to restore the land as nearly as practicable to its condition immediately before the development started, to the satisfaction of the responsible authority.<br><br>3. Give a written direction to the person whose duty it is to execute work to execute that work where it appears that delay in the execution of the work to be executed under a planning scheme or interim development order would prejudice the effective operation of the planning scheme or interim development order. |
| **Council Conditions on this Delegation:** | Nil. |
| **Express Power to Sub-Delegate:** | *Local Government Act 1995:*<br>5.44 CEO may delegate some powers and duties to other employees |
| Compliance Links: | *Planning and Development Act 2005* |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

| Version | Approved, Amended, Rescinded | Date | Authority | Resolution Number | Key Changes/Notes |
|---|---|---|---|---|---|
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |

## Division 2 – Council to CEO – Town Planning Scheme No.1

### 10.2.1 Determination of Applications for Development Approval

| | |
|---|---|
| **Delegator:** | Local Government |
| **Express Power to Delegate:** | *Planning and Development (Local Planning Schemes) Regulations 2015:* Schedule 2, Clause 82 Delegations by local government |
| **Express Power or Duty Delegated:** | *Planning and Development (Local Planning Schemes) Regulations 2015:* Schedule 2:<br><br>61. Development for which development approval is not required<br>62. Form of application<br>63. Accompanying material<br>64. Advertising applications<br>65. Subsequent approval of development<br>66. Consultation with other authorities<br>67. Matters to be considered by local government<br>68. Determination of applications<br>69. Application not to be refused if development contribution plan not in place<br>70. Form and date of determination<br>71. Commencement of development under development approval<br>72. Temporary development approval<br>73. Scope of development approval<br>74. Approval subject to later approval of details<br>75. Time for deciding application for development approval<br>76. Review of decisions<br>77. Amending or cancelling development approval<br><br>*Town Planning Scheme No.1* |
| **Delegate:** | **Chief Executive Officer** |
| **Function:** | 1. Authority to determine applications for development approval, including the exercise of discretion under Town Planning Scheme No. 1, the Residential Design Codes, Local Planning Policies and other planning instruments, with the exception of the following:<br><br>a. Applications requiring the exercise of a discretion under Clause 29 of TPS 1 by "Absolute Majority";<br><br>b. Applications for a non-residential development that are not supported by Council Officers, but excluding minor additions/alterations (see condition 2.d. below);<br><br>c. Applications for modification to a development approval previously considered by Council where the modifications increase the extent of non-compliance approved by Council, or result in a non-compliance issue that cannot be dealt with under delegated authority; |

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| | d. Applications for a change of use to an Unlisted Use or building works to an Unlisted Use;<br><br>e. Applications for a change of use from a non- conforming use to another non-conforming use, or building works to a building with a non-conforming use, but excluding minor additions/alterations (see condition 2.d. below);<br><br>f. Applications for development approval (where required) which propose demolition of an existing building that is:<br><br>i. listed in the State Register of Heritage Places; or<br><br>ii. listed in the Town's Local Heritage Survey ~~Municipal Heritage Inventory~~;<br><br>g. Applications which propose either a parking shortfall (in the case of a new development) or a net increase in an existing parking shortfall where the shortfall is not supported by Council Officers.<br><br>h. Applications where the Town is not the determining authority.<br><br>2. Make recommendations to the Western Australian Planning Commission in relation to applications for subdivision and/or amalgamation and process applications for subdivision clearance.<br><br>3. Authority to refer and/or make recommendations to the Western Australian Planning Commission, Department of Planning, Lands and Heritage (DPLH), Department of Biodiversity, Conservation and Attractions (DBCA), Heritage Council WA and other government departments and instrumentalities in relation to applications for land use or development., except those considered by the delegate or sub-delegate to be major or requiring Council consideration.<br><br>4. Perform all functions associated with applications for review to the State Administrative Tribunal including preparing responses and representing Council except as outlined in Local Planning Policy 28.<br><br>5. Acknowledge existing use for purpose of application for development approval where current approval documentation is not available.<br><br>6. Approve or refuse Form 15A and Form 15C applications for built strata subdivisions, acting on behalf of the Western Australian Planning Commission.<br><br>7. Make recommendations to the Metropolitan ~~Central~~ Inner South Joint Development Assessment Panel in relation to DAP |

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| | applications, following community consultation (where required under Council Policy and consideration (if required) by the Design Review Panel.<br><br>8. Authority to approve a temporary work or temporary use in accordance with Clauses 61(1)(f) and 61(2)(d) respectively of the *Planning and Development (Local Planning Schemes) Regulations 2015*. |
| **Council Conditions on this Delegation:** | 1. This delegation is not to be exercised:<br><br>a. where three (3) or more Elected Members have submitted a written request to the CEO for the application to be referred to Council for determination ("call-in"); or<br><br>b. for applications which in the opinion of the Chief Community Planner or Manager Development Services are major or should be considered by Council, or may have the potential to impact upon the community;<br><br>2. Subject to condition 1, this delegation may be exercised in relation to:<br><br>a. The approval or refusal of an application for new residential dwellings, or works associated with or incidental to residential dwellings; or<br><br>b. Applications where one or more objections are received and the delegated Officer has determined that the objections:<br><br>i. cannot be upheld as the development or the specific variations that were the subject of consultation satisfy relevant objectives or design principles; or<br><br>ii. are not planning considerations: or<br><br>iii. do not relate to the matters that were the subject of consultation; or<br><br>iv. have or can be addressed through amended plans or conditions;<br><br>c. The approval or refusal of applications for signs, or the refusal of 'X' (prohibited) uses; or<br><br>d. The approval or refusal of applications for minor additions/alterations to the development types listed in clauses b and e; or<br><br>e. Applications for an amendment to a development approval which seek to extend the period of time within which the development is to substantially commence; or |

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| | f. Amendments to DAP applications where the applicant has requested the application to be determined by the Town provided that the exceptions listed above do not apply; or<br><br>g. Parking shortfalls, subject to function 1. g. In exercising this discretion, Council Officers are to have regard to the following matters in determining the acceptability of the parking provided-:<br><br>i. The extent of the shortfall;<br><br>ii. Where provided, a parking needs/demand assessment prepared by the applicant, providing specific details of the nature of the use, hours of operation, number of staff, likely patronage etc;<br><br>iii. Whether the development delivers a good urban design outcome or public benefit eg. Improved street activation; retention of mature on-site trees; retention of a building of heritage importance;<br><br>iv. Whether the development is within 400m of a high frequency bus route or train station;<br><br>v. Whether the development is within 400m of a public car park;<br><br>vi. Written justification from the applicant in support of the proposed car parking provision;<br><br>vii. Demonstrated availability of on-street parking;<br><br>viii. The provision of end-of-trip facilities;<br><br>ix. The reciprocal use of car bays between uses on the same site where the demand for parking will not coincide;<br><br>x. Any other matters considered relevant.<br><br>h. Applications where under Local Planning Policy 23 'Parking' the on-site car parking provision is at Council's discretion as there is no prescribed parking requirement for the development proposed. In considering the adequacy of the parking provision, Council Officers are to have regard to the same criteria listed in condition g. |
| **Express Power to Sub-Delegate:** | *Planning and Development (Local Planning Schemes) Regulations 2015:* Schedule 2, Clause 83 Local government CEO may delegate powers |
| Compliance Links: | *Planning and Development Act 2005* |
| Record Keeping: | Exercise of authority to be recorded in TRIM. |

| Version | Approved, Amended, Rescinded | Date | Authority | Resolution Number | Key Changes/Notes |
|---|---|---|---|---|---|
| 1 | Approved | 21/5/2019 | Council | 87/2019 | Adopted. |
| 2 | Amended | 28/6/2019 | CEO | - | Sub-delegates and CEO conditions added. |
| 3 | Amended | 16/7/2019 | Council | 134/2019 | Item 11.2 |
| 4 | Amended | 19/5/2020 | Council | 393/2020 | Item 11.1 Annual Review |

# Part 11 – Statutory Authorisations and Delegations to Local Government from State Government Entities

## Division 1 – Environmental Protection Act 1986

### 11.1.1 Noise Control – Environmental Protection Notices

Published by:
Environment

**GOVERNMENT GAZETTE**
Western Australia
Previous Close Next

No. 47. 19-Mar-2004
Page: 919 Pdf - 476kb

**EV401**

**ENVIRONMENTAL PROTECTION ACT 1986**
**Section 20**
Delegation No. 52

Pursuant to section 20 of the *Environmental Protection Act 1986*, the Chief Executive Officer hereby delegates as follows—

Powers and duties delegated—

All the powers and duties of the Chief Executive Officer, where any noise is being or is likely to be emitted from any premises not being premises licensed under the Act, to serve an environmental protection notice under section 65(1) in respect of those premises, and where an environmental protection notice is so served in such a case, all the powers and duties of the Chief Executive Officer under Part V of the Act in respect of that environmental protection notice.

Persons to whom delegation made—

This delegation is made to any person for the time being holding or acting in the office of Chief Executive Officer under the *Local Government Act 1995*.

Pursuant to section 59(1)(e) of the *Interpretations Act 1984*, Delegation No. 32, dated 4 February 2000 is hereby revoked.

Dated this 9th day of January 2004.

Approved—

FERDINAND TROMP, A/Chief Executive Officer.

Dr JUDY EDWARDS MLA, Minister for the Environment.

### 11.1.2 Noise Management Plans – Keeping Log Books, Noise Control Notices, Calibration and Approval of Non-Complying Events

Published by:
Environment

GOVERNMENT GAZETTE
Western Australia
Previous Close Next

No. 232. 20-Dec-2013
Page: 6282 Pdf - 3Mb

**EV402**

**ENVIRONMENTAL PROTECTION ACT 1986**

Delegation No. 112

I, Jason Banks, in my capacity as Acting Chief Executive Officer of the Department of Environment Regulation responsible for the administration of the *Environmental Protection Act 1986* ("the Act"), and pursuant to section 20 of the Act, hereby delegate to any person for the time being holding or acting in the office of a Chief Executive Officer under the *Local Government Act 1995*, my powers and duties under the *Environmental Protection (Noise) Regulations 1997*, other than this power of delegation, in relation to--

(a) waste collection and other works--noise management plans relating to specified works under regulation 14A or 14B;

(b) bellringing or amplified calls to worship--the keeping of a log of bellringing or amplified calls to worship requested under regulation 15(3)(c)(vi);

(c) community activities--noise control notices in respect of community noise under regulation 16;

(d) motor sport venues--noise management plans in relation to motor sport venues under Part 2 Division 3;

(e) shooting venues--noise management plans in relation to shooting venues under Part 2 Division 4;

(f) calibration results--requesting, under regulation 23(b), details of calibration results undertaken and obtained under Schedule 4;

(g) sporting, cultural and entertainment events--approval of events or venues for sporting, cultural and entertainment purposes under Part 2 Division 7, subject to the following limitation--

(i) Subregulation 18(13)(b) is not delegated.

Under section 59(1)(e) of the *Interpretation Act 1984*, Delegation No. 68, gazetted 22 June 2007 is hereby revoked.

Dated the 12th day of December 2013.

JASON BANKS, Acting Chief Executive Officer.

Approved by--

JOHN DAY, Acting Minister for Environment; Heritage.

### 11.1.3 Noise Management Plans

Published by:
Environment

GOVERNMENT GAZETTE
Western Australia
Previous Close Next

No. 71. 16-May-2014
Page: 1548 Pdf - 2Mb

**EV405**

**ENVIRONMENTAL PROTECTION ACT 1986**

Delegation No. 119

I, Jason Banks, in my capacity as the Acting Chief Executive Officer of the Department responsible for the administration of the *Environmental Protection Act 1986* ("the Act"), and pursuant to section 20 of the Act, hereby delegate to the holder for the time being of the offices of--

(a) Chief Executive Officer under the *Local Government Act 1995;* and

(b) to any employee of the local government under the *Local Government Act 1995* who is appointed as an Authorised Person under section 87 of the Act,

all my powers and duties in relation to noise management plans under regulation 13 of the *Environmental Protection (Noise) Regulations 1997,* other than this power of delegation.

Under section 59(1)(e) of the *Interpretation Act 1984,* Delegation No. 111, gazetted 20 December 2013, is hereby revoked.

Dated the 1st day of May 2014.

JASON BANKS, Acting Chief Executive Officer.

## Division 2 – Planning and Development Act 2005

### 11.2.1 Instrument of Authorisation – Sign Development Applications for Crown Land as Owner

**DoL FILE 1738/2002v8; 858/2001v9**

***PLANNING AND DEVELOPMENT ACT 2005***

**INSTRUMENT OF AUTHORISATION**

I, **Donald Terrence Redman MLA**, Minister for Lands, a body corporate continued by section 7(1) of the *Land Administration Act 1997*, under section 267A of the *Planning and Development Act 2005*, HEREBY authorise, in respect of each local government established under the *Local Government Act 1995* and listed in Column 2 of the Schedule, the person from time to time holding or acting in the position of Chief Executive Officer of the relevant local government, to perform the powers described in Column 1 of the Schedule subject to the conditions listed in Column 3 of the Schedule.

Dated the 2nd day of June 2016

**HON DONALD TERRENCE REDMAN MLA**
**MINISTER FOR LANDS**

## SCHEDULE

**This is the Schedule referred to in an Instrument of Authorisation relating to Development Applications under the *Planning and Development Act 2005***

| Column 1 | Column 2 | Column 3 |
|---|---|---|
| The power to sign as owner in respect of Crown land that is:<br>• a reserve managed by the local government pursuant to section 46 of the *Land Administration Act 1997* and the development is consistent with the reserve purpose and the development is not for a commercial purpose; or<br>• the land is a road of which the local government has the care, control and management under section 55(2) of the *Land Administration Act 1997* and where there is no balcony or other structure proposed to be constructed over that road unless that structure comes within the definition of a "minor encroachment" in the Building Regulations 2012 (Regulation 45A), or is an "awning, verandah or thing" (Regulation 45B), or is a ground anchor, and where the development is consistent with the use of the land as a road,<br>in respect of development applications being made under or referred to in:<br>(i) section 99(2) of the *Planning and Development Act 2005* in respect of development for which approval is required under a regional interim development order (as that term is defined in that Act);<br>(ii) section 103(2) of the *Planning and Development Act 2005* in respect of development for which approval is required under a local interim development order (as that term is defined in that Act);<br>(iii) section 115 of the *Planning and Development Act 2005* in respect of development within a planning control area (as that term is defined in that Act);<br>(iv) section 122A of the Planning and Development Act 2005 in respect of which approval is required under an improvement scheme (as that term is defined in that Act);<br>(v) section 162 of the *Planning and Development Act 2005* in respect of developments for which approval is required under a planning scheme or interim development order (as those terms are defined in that Act);<br>(vi) section 163 of the *Planning and Development Act 2005* in respect of development on land which is comprised within a place entered in the Register maintained by the Heritage Council under the *Heritage of Western Australia Act 1990*, or of which such a place forms part;<br>(vii) section 171A of the *Planning and Development Act 2005* in respect of a prescribed development application (as that term is defined in that section of that Act). | City of Albany<br>City of Armadale<br>Shire of Ashburton<br>Shire of Augusta-Margaret River<br>Town of Bassendean<br>City of Bayswater<br>City of Belmont<br>Shire of Beverley<br>Shire of Boddington<br>Shire of Boyup Brook<br>Shire of Bridgetown-Greenbushes<br>Shire of Brookton<br>Shire of Broome<br>Shire of Broomehill-Tambellup<br>Shire of Bruce Rock<br>City of Bunbury<br>Shire of Busselton<br>Town of Cambridge<br>City of Canning<br>Shire of Capel<br>Shire of Carnamah<br>Shire of Carnarvon<br>Shire of Chapman Valley<br>Shire of Chittering<br>Shire of Christmas Island<br>Town of Claremont<br>City of Cockburn<br>Shire of Cocos (Keeling) Islands<br>Shire of Collie<br>Shire of Coolgardie<br>Shire of Coorow<br>Shire of Corrigin<br>Town of Cottesloe<br>Shire of Cranbrook<br>Shire of Cuballing<br>Shire of Cue<br>Shire of Cunderdin<br>Shire of Dalwallinu<br>Shire of Dandaragan<br>Shire of Dardanup<br>Shire of Denmark<br>Shire of Derby/West Kimberley<br>Shire of Donnybrook-Balingup<br>Shire of Dowerin<br>Shire of Dumbleyung<br>Shire of Dundas<br>Town of East Fremantle<br>Shire of East Pilbara<br>Shire of Esperance<br>Shire of Exmouth<br>City of Fremantle<br>City of Greater Geraldton<br>Shire of Gingin<br>Shire of Gnowangerup<br>Shire of Goomalling<br>City of Gosnells<br>Shire of Halls Creek<br>Shire of Harvey<br>Shire of Irwin<br>Shire of Jerramungup<br>City of Joondalup<br>Shire of Kalamunda<br>City of Kalgoorlie-Boulder<br>Shire of Katanning<br>Shire of Kellerberrin<br>Shire of Kent<br>Shire of Kojonup<br>Shire of Kondinin<br>Shire of Koorda<br>Shire of Kulin<br>City of Kwinana<br>Shire of Lake Grace<br>Shire of Laverton<br>Shire of Leonora<br>City of Mandurah<br>Shire of Manjimup<br>Shire of Meekatharra<br>City of Melville<br>Shire of Menzies<br>Shire of Merredin<br>Shire of Mingenew<br>Shire of Moora<br>Shire of Morawa<br>Town of Mosman Park<br>Shire of Mount Magnet<br>Shire of Mt Marshall<br>Shire of Mukinbudin<br>Shire of Mundaring<br>Shire of Murchison<br>Shire of Murray | In accordance with and subject to approved Government Land policies.<br>Any signature subject to the following endorsement:<br>Signed only as acknowledgement that a development application is being made in respect of a proposal that includes Crown land, Crown reserves under management for the purpose, or a road and to permit this application to be assessed under the appropriate provision of the *Planning and Development Act 2005* (including any planning scheme). The signature does not represent approval or consent for planning purposes. Further, in the event that development approval is granted for the proposal, the above signature should not be taken as an acknowledgement of or consent to the commencement or carrying out of the proposed development or to any modification of the tenure or reservation classification of the Crown land component. |

Shire of Nannup
Shire of Narembeen
Shire of Narrogin
Town of Narrogin
City of Nedlands
Shire of Ngaanyatjarraku
Shire of Northam
Shire of Northampton
Shire of Nungarin
Shire of Peppermint Grove
Shire of Perenjori
City of Perth
Shire of Pingelly
Shire of Plantagenet
Town of Port Hedland
Shire of Quairading
Shire of Ravensthorpe
City of Rockingham
Shire of Roebourne
Shire of Sandstone
Shire of Serpentine Jarrahdale
Shire of Shark Bay
City of South Perth
City of Stirling
City of Subiaco
City of Swan

Shire of Tammin
Shire of Three Springs
Shire of Toodyay
Shire of Trayning
Shire of Upper Gascoyne
Town of Victoria Park
Shire of Victoria Plains
Town of Vincent
Shire of Wagin
Shire of Wandering
City of Wanneroo
Shire of Waroona
Shire of West Arthur
Shire of Westonia
Shire of Wickepin
Shire of Williams
Shire of Wiluna
Shire of Wongan-Ballidu
Shire of Woodanilling
Shire of Wyalkatchem
Shire of Wyndham-East Kimberley
Shire of Yalgoo
Shire of Yilgarn
Shire of York

HON DONALD TERRENCE REDMAN MLA
MINISTER FOR LANDS

2nd ..... day of June ..... 2016

### 11.2.2 Development Control Powers – Metropolitan Region Scheme



PL403

**PLANNING AND DEVELOPMENT ACT 2005**

INSTRUMENT OF DELEGATION

Del 2017/02 Powers of Local Governments and Department of Transport

Metropolitan Region Scheme

Delegation of certain powers and functions of the Western Australian Planning Commission relating to the Metropolitan Region Scheme

**Preamble**

Under section 16 of the *Planning and Development Act 2005* (the Act) the Western Australian Planning Commission (the WAPC) may, by resolution published in the *Government Gazette*, delegate any function to an officer of a public authority or to a local government, a committee established under the *Local Government Act 1995* or an employee of a local government.

In accordance with section 16(4) of the Act, a reference in this instrument to a function or a power of the WAPC includes and extends to, without limitation or restriction, any of the powers, privileges, authorities, discretions, duties and responsibilities vested in or conferred upon the WAPC by the Act or any other written law as the case requires.

**Resolution under section 16 of the Act (delegation)**

On 24 May 2017, pursuant to section 16 of the Act, the WAPC resolved—

A. To delegate to local governments, and to members and officers of those local governments, its functions in respect of the determination, in accordance with Part IV of the Metropolitan Region Scheme, of applications for approval to commence and carry out development specified in clauses 1 and 2 of Section A, within their respective districts, subject to the conditions set out in clauses 1 to 4 of Section B;

B. To delegate to the Managing Director, Policy, Planning and Investment—Transport, of the Department of Transport, and the person or persons from time to time holding or acting in that office, its functions in respect of the determination, in accordance with Part IV of the Metropolitan Region Scheme (MRS), of applications for approval to commence and carry out development specified in clause 3, Section A, subject to the conditions set out in clause 5 of Section B.

C. To revoke its delegation of powers and functions to local governments as detailed in the notice entitled "DEL 2011/02 Powers of local governments (MRS)" published in the *Government Gazette* on 10 June 2014, to give effect to this delegation,

KERRINE BLENKINSOP, Secretary,
Western Australian Planning Commission.

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**PLANNING AND DEVELOPMENT ACT 2005**

INSTRUMENT OF DELEGATION

**SECTION A—Types of Development**

**1. Development on zoned land**

Applications for development on land zoned under the MRS except—

(a) where the land is subject to a resolution under Clause 32 of the MRS; or

(b) where the land is subject to the declaration of a planning control area under Section 112 of the *Planning and Development Act 2005*; or

(c) where that land is partly within the development control area described in section 10 of the *Swan and Canning Rivers Management Act 2006* or is outside the development control area but abuts waters within the development control area; or

(d) where the local government is of the opinion that the application should be determined by the WAPC on the grounds that the proposal is of State or regional importance or is in the public interest, or

(e) in respect of public works undertaken by public authorities.

**2. Development on regional road reservations**

Applications for developments on or abutting land that is reserved in the MRS for the purpose of a regional road, but excluding any application relating to large format digital signage.

**3. Large Format Digital Signage applications**

Applications from any public authority for development in relation to large format digital signage, on land reserved under the MRS for the purpose of a Primary Regional Road.

**SECTION B—Conditions**

**1. Referral requirements for development on land within or abutting a regional road reservation**

The following applications for development on land that abuts or is fully or partly reserved as regional road reservation (classified as Category 1, 2 and 3) shall be referred to Main Roads WA (MRWA) or the Department of Planning (DoP), as applicable, for transport planning related comments and recommendations before being determined by the local government subject to the process explained in clause 4, Section B.

| Type of regional road reservation in the MRS | Classification on plans SP 693 (PRR) and SP 694 (ORR) | Referral Agency |
|---|---|---|
| Primary Regional Road (PRR) | Category 1, 2 and 3 | Main Roads WA |
| Other Regional Road (ORR) | Category 1, 2 and 3 | Department of Planning |

The regional road network (PRR and ORR) changes periodically with amendments to the MRS. This clause relates to all regional road reservations in the MRS as amended from time to time. Regional roads subject to this notice and the relevant agency that is responsible for their planning are shown on accompanying editions of plans SP 693(PRR, MRWA) and SP 694 (ORR, WAPC).

The road categories shown on plans SP 693 (PRR) and SP 694 (ORR) classify the regional roads based on—

(a) the permissible vehicular access arrangements to the subject land via the regional road frontage

- **Category 1 road** means that frontage access is not allowed (control of access);
- **Category 2 road** means that frontage access may be allowed subject to approval; and

(b) the legibility and statutory powers of current road land requirements defined for the purpose of regional road reservation in the MRS

- **Category 3 road** means that the subject regional road reservation is not accurately defined or is subject to review by the agency that is responsible for planning of the regional road.

"**Category 1 road**" applies where regional roads—

(a) are constructed or planned to a fully controlled and grade separated freeway standard; or

(b) are constructed or planned to an access controlled arterial standard, (i.e. functioning as Primary Distributor or Integrator Arterial (District Distributor) road with widely spaced signalised intersections or roundabouts, and a few, if any, direct access points to individual sites or local streets.

"**Category 2 road**" applies where regional roads—

(a) are constructed or planned to a partially access controlled arterial standard, (i.e. a primary or district distributor road with direct connections to local streets and driveways to larger sites, but with some restriction of direct frontage access to individual properties); or

(b) have direct frontage access to abutting properties due to the historic development of the road and properties.

"**Category 3 road**" applies where regional road reservation is not accurately defined or is under review.

For enquiries and assistance regarding—

(a) PRR Category 1, 2 and 3—call Main Roads WA on 138 138.

(b) ORR Category 1, 2 and 3—call Department of Planning on (08) 6551 9000.

Tables 1, 2 and 3 below outline the category of the regional road reservation and the criteria for referring development applications to agencies for comment in accordance with this instrument of delegation.

**Table 1—Referral process of development applications with respect to Category 1 (PRR or ORR reservations in the MRS)**

| Respective referral agency (as per Section B) | |
|---|---|
| **Referral is required in these instances** | **Referral is not required in these instances** |
| 1. Where a development application has one or more of the following characteristics—<br>(a) Development, including earthworks and drainage, which encroaches or impacts upon the road reservation; or<br>(b) Development with potential for a significant increase in traffic using any access, either directly or indirectly, onto the road reservation; or<br>(c) Development, which involves direct vehicle access to and/or from the regional road reservation. | 1. Where the local government first decides to refuse the application under the MRS; or<br>2. Under circumstances where the application is for an ancillary and incidental addition or modification to an existing authorised development, which does not encroach upon the road reservation and has no intention to alter existing access arrangements. |

**Table 2—Referral process of development applications with respect to Category 2 (PRR or ORR reservations in the MRS)**

| Respective referral agency (as per Section B) | |
|---|---|
| **Referral is required in these instances** | **Referral is not required in these instances** |
| 1. Where a development application has one or more of the following characteristics—<br>(a) Development, including earthworks and drainage, which encroaches or impacts upon the road reservation; or<br>(b) Development with potential for a significant increase in traffic on the regional road using any access, either directly or indirectly, onto the road reservation; or | 1. Where the local government first decides to refuse the application under the MRS; or<br>2. Under circumstances where the application is for an ancillary and incidental addition or modification to an existing authorised development, which does not encroach upon the road reservation and has no intention to alter existing access arrangements. |

| Respective referral agency (as per Section B) | |
|---|---|
| **Referral is required in these instances** | **Referral is not required in these instances** |
| (c) Development, which involves the retention of more than one existing access; or additional, relocated or new access between the subject land and the road reservation; or<br>(d) Development, which proposes retention of an existing access between the subject land and the road reservation, where alternative access is or could be made available from side or rear streets or from rights of way at rear; or<br>(e) Development on a lot affected by the regional road reservation where—<br>• all or part of the proposed development is within the regional road reservation; and<br>• has a construction value greater than $20 000; or<br>(f) Development on a lot affected by the regional road reservation where—<br>• none of the proposed development is within the regional road reservation; and<br>• has a construction value greater than $150 000 | |

**Table 3—Referral process of development applications with respect to Category 3 (PRR or ORR reservations in the MRS)**

| Respective referral agency (as per Section B) | |
|---|---|
| **Referral is required in these instances** | **Referral is not required in these instances** |
| 1. All development applications, other than those where local government first decides to refuse it. | 1. Where the local government first decides to refuse the application under the MRS |

Notes—

(1) Copies of plans SP 693 (PRR) and SP 694 (ORR) are available from the WAPC's website: "Resolutions and instruments of delegation—WAPC Powers of local governments (MRS)". (http://www.planning.wa.gov.au/1212.asp)

(2) In determining applications under this delegation, local governments shall have due regard to relevant WAPC and MRWA policy and guidelines, including but not limited to the Commission's D C Policy—*5.1 Regional Roads (Vehicular Access)*, the Transport Impact Assessment Guidelines, and MRWA *Driveways Policy*, which set out the principles and requirements to be applied when considering proposals for vehicle access to or from developments abutting certain categories of regional roads.
(http://www.planning.wa.gov.au/publications/812.asp; and https://www.mainroads.wa.gov.au/BuildingRoads/StandardsTechnical/RoadandTrafficEngineering/GuidetoRoadDesign/Pages/Driveways.aspx )

(3) Local governments shall ensure that sufficient transport information accompanies the development application to assist the referral agency in assessing the transport implications of the proposal. This information should be provided in accordance with the WAPC's *Transport Impact Assessment Guidelines.* http://www.planning.wa.gov.au/publications/1197.asp

(4) With regard to proposals for new noise-sensitive developments, the local government shall have due regard to the provisions of Commission's *State Planning Policy—5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning.* (http://www.planning.wa.gov.au/publications/1182.asp)

(5) With regard to development application for the display of advertisements on land reserved under the MRS local government should have regard to the Commission's DC *Policy 5.4 Advertising on Reserved Land. ( http://www.planning.wa.gov.au/publications/825.asp*

**2. Referral requirements for development on land abutting the Swan River Trust Development Control Area**

Applications for development on land that is outside the development control area but abutting land that is in the development control area, or which in the opinion of the local government are likely to affect waters in the development control area, shall be referred to the Swan River Trust for comment and recommendation before being determined by the local government.

**3. Referral requirements for development on land abutting other reservations**

Applications for development on land abutting land reserved in the MRS for purposes other than regional roads or Parks and Recreation (where the reservation corresponds with the Swan River Trust development control area and is covered by Clause 2, Section B of this notice) shall be referred to the public authority responsible for that reserved land for comment and recommendation before being determined by the local government.

In the case of land reserved for the purpose of Parks and Recreation, which is not vested or owned by another public authority, the applications shall be referred to the Department of Planning before being determined by the local government.

**4. For the purpose of this Instrument of Delegation (excluding applications under clause 3, Section A)—**

(a) Where an application is referred by the local government to a public authority for comment and recommendation, the public authority shall provide comment and a recommendation, if any, within 30 days of receipt of the application. If no comment or recommendation is received within that 30 day period the local government may determine the application on the available information.

(b) Where the recommendation provided by the public authority specified in the delegation notice is not acceptable to the local government the application, together with the recommendations provided by all public authorities consulted and the reasons why the recommendation is not acceptable to the local government, shall be referred immediately to the WAPC for determination.

(c) The powers delegated to a member or officer of a local government may only be exercised by a member or officer who has been delegated power from the local government to consider and determine applications for approval to commence and carry out development within the local government district under the local government's local planning scheme.

**5. Referral Requirements for applications from a public authority for large format digital signage development on land within a Primary Regional Road reservation**

Where applications for large format digital signage development relate to land that is reserved as Primary Regional Roads (PRR) reservation in the MRS, the following shall apply—

(a) DoT shall refer the application to the relevant local government and Main Roads WA for comment and recommendation;

(b) the local government and Main Roads WA shall provide their comments and recommendations, if any, to the delegate within 30 days of receipt of the application;

(c) Once the 30 day period has elapsed, the delegate may determine the application, even in the absence of comments and recommendations; and

(d) the delegate is not bound to follow any recommendation received.

**Interpretation**

In this Instrument of Delegation, unless the context otherwise requires—

- A reference to a 'position' or 'classification' contemplates and includes a reference to its successor in title.
- "access" means both entry and exit from either a road or abutting development by a vehicle.
- "Commission" or "WAPC" means the "Western Australian Planning Commission".
- "development" has the same meaning given to it in and for the purposes of the *Planning and Development Act 2005* or "*development means the development or use of any land, including—*
  - *(a) any demolition, erection, construction, alteration of or addition to any building or structure on the land;*
  - *(b) the carrying out on the land of any excavation or other works;*
  - *(c) in the case of a place to which a Conservation Order made under section 59 of the Heritage of Western Australia Act 1990 applies, any act or thing that—*
    - *(i) is likely to change the character of that place or the external appearance of any building; or*
    - *(ii) would constitute an irreversible alteration of the fabric of any building".*
- "DoT" means the Department of Transport
- "Large format digital signage" means an electronic billboard whether freestanding or attached to another structure with a display area of greater than 13m² "local government" means a local government within the area covered by the MRS.
- "local road" means a public road other than a private road or a road subject of reservation under Part II of the MRS.
- "not acceptable" means that the local government wishes to determine the application, as a delegate of the WAPC, in a manner that is inconsistent with the recommendation received from the public agency to which the local government was required to consult under this Notice of Delegation.
- Main Roads WA means Main Roads Western Australia
- "Public authority" means any of the following—
  - (a) a Minister of the Crown in right of the State;

(b) a department of the Public Service, State trading concern, State instrumentality or State public utility;

(c) any other person or body, whether corporate or not, who or which, under the authority of a written law, administers or carries on for the benefit of the State, a social service or public utility;

- "regional road" means any road designated under the region Scheme as follows—
  (a) land coloured red in the Scheme Map—Primary Regional Roads; and
  (b) land coloured dark blue in the Scheme Map—Other Regional Roads.
- "reserved land" means land reserved under Part II of the MRS.
- "road reservation" means land reserved for the purposes of a regional road in the MRS.
- "significant increase in traffic" means generating more than 100 vehicle trips in the peak hour and would therefore require a transport assessment to accompany the development application. Refer to the Commission's *Transport Impact Assessment Guidelines*

## PLANNING

**PL101**

*CORRECTION*

**PLANNING AND DEVELOPMENT ACT 2005**

INSTRUMENT OF DELEGATION

Del 2017/02 Powers of Local Governments and Department of Transport

Metropolitan Region Scheme

Certain typographical errors were recorded in the Instrument of Delegation, made under the *Planning and Development Act 2005*, and published on 30 May 2017 from page 2738 to 2743 of the *Government Gazette*.

The errors are corrected as follows—

1. On page 2739, the text of Resolution C is deleted and replaced with the following words—
   "TO REVOKE its delegation of powers and functions to local governments and the Department of Transport as detailed in the notice entitled "DEL 2015/02 Powers of local governments and Department of Transport (MRS)" published in the *Government Gazette* on 18 December 2015, to give effect to this delegation."

# PLANNING

**PL402**

## PLANNING AND DEVELOPMENT ACT 2005

AMENDMENT TO INSTRUMENT OF DELEGATION—POWERS OF LOCAL GOVERNMENT AND DOT

Notice of amendment to the Instrument of Delegation, Instrument of Delegation 2017/02—Powers of Local Governments and Department of Transport, Metropolitan Region Scheme, as gazetted on 30 May 2017

**Preamble**

Under section 16 of the *Planning and Development Act 2005* (the Act), the Western Australian Planning Commission (WAPC) may, by resolution published in the *Government Gazette*, delegate any function to a member, committee or officer of the WAPC or to a public authority or to a member or officer of a public authority.

In accordance with section 16 (4) of the Act, a reference in this instrument to a function or power of the WAPC includes and extends to, without limitation or restriction, any of the powers, privileges, authorities, discretions, duties and responsibilities vested in or conferred on the WAPC by the Act or any other written law as the case requires.

**Resolution under section 16 of the Act (delegation)**

On 12 December 2018, pursuant to section 16 of the Act, the WAPC resolved—

A. To amend the Instrument of Delegation 2017/02—Powers of Local Governments and Department of Transport, Metropolitan Region Scheme as gazetted on 30 May 2017, as set out in Schedule 1 below.

SAM FAGAN, Secretary,
Western Australian Planning Commission.

---

**Schedule 1**

**1. Instrument of delegation amended**

The amendments within this Schedule are to the Schedules set out in the Instrument of Delegation 2017/02—Powers of Local Governments and Department of Transport, Metropolitan Region Scheme, as gazetted on 30 May 2017 and as amended.

**2. Amendment to Section A**

1. The word "but excluding any application relating to large format digital signage" are deleted from clause 2.

2. Clause 3 is deleted.

**3. Amendments to Section B**

1. The words in brackets "(excluding applications under clause 3, Section A)" are deleted from the title to clause 4.

2. Clause 5 is deleted.

3. In the interpretation section the terms "Large format digital signage" and "Public Authority" and their respective definitions, are deleted.

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### 11.2.3 WA Planning Commission – Section 15 of the Strata Titles Act 1985



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**PL402**

**PLANNING AND DEVELOPMENT ACT 2005**

INSTRUMENT OF DELEGATION

Del 2020/01 Powers of Local Governments

Delegation to local governments of certain powers and functions of the Western Australian Planning Commission relating to the issuing of certificates of approval under section 15 of the *Strata Titles Act 1985*.

**Preamble**

Under section 16 of the *Planning and Development Act 2005* (the Act) the Western Australian Planning Commission (the WAPC) may, by resolution published in the *Government Gazette*, delegate any function under the Act or any other written law to a local government, a committee established under the *Local Government Act 1995* or an employee of a local government.

In accordance with section 16(4) of the Act, a reference in this instrument to a function or a power of the WAPC includes and extends to, without limitation or restriction, any of the powers, privileges, authorities, discretions, duties and responsibilities vested in or imposed on the WAPC by the Act or any other written law as the case requires.

**Resolution under section 16 of the Act (delegation)**

On 19 March 2020, pursuant to section 16 of the Act, the WAPC RESOLVED—

A. To delegate to local governments, and to members and officers of those local governments, its powers and functions under section 15 of the *Strata Titles Act 1985* as set out in clause 1 of Schedule, within their respective districts, subject to the conditions set out in clause 2 of Schedule 1;

B. To declare that this instrument recording its resolution is to take effect upon the proclamation of the *Strata Titles Amendment Act 2018*.

SAM FAGAN, Secretary,
Western Australian Planning Commission.

---

**Schedule 1**

**1. Applications made under section 15 of the *Strata Titles Act 1985***

Power to determine applications for the issuing of a certificate of approval under section 15 of the *Strata Titles Act 1985*, except those applications that—

(a) propose the creation of a vacant lot;

(b) propose vacant air stratas in multi-tiered strata scheme developments;

(c) propose the creation or postponement of a leasehold scheme;

(d) in the opinion of the WAPC as notified to the relevant local government in writing, or in the opinion of the relevant local government as notified to the WAPC in writing, relate to—

i. a type of development; and/or

ii. land within an area,

which is of state or regional significance, or in respect of which the WAPC has determined is otherwise in the public interest for the WAPC to determine the application.

**2. Reporting requirements**

A local government that exercises the power referred to in clause 1 is to provide WAPC with data on all applications determined under this Instrument of Delegation at the conclusion of each financial year in the format prescribed by the WAPC.

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## Division 3 – Main Roads Act 1930

### 10.3.1 Traffic Management – Events on Roads

**WESTERN AUSTRALIA**
**ROAD TRAFFIC CODE 2000**
**REGULATION 297(2)**
INSTRUMENT OF AUTHORISATION

RELATING TO
TRAFFIC MANAGEMENT FOR EVENTS

Pursuant to Regulation 297(2) of the *Road Traffic Code 2000* the Commissioner of Main Roads ("the Commissioner") hereby authorises (Insert name of Local Government) (Authorised Body") by itself, its employees, consultants, agents and contractors (together "Representatives") to, from the date indicated below, erect, establish, display, alter or take down such road signs of whatsoever type or class (except for permanent traffic control signals) as may be required for the purpose and duration of any:

i) "event" subject to an order from the Commissioner of Police pursuant to Part VA of the *Road Traffic Act 1974*;

ii) race meeting or speed test for which the Minister referred to in section 83 of the *Road Traffic Act 1974* has, under that provision, temporarily suspended the operation of any provisions of the *Road Traffic Act 1974* or regulations made under that Act; or

iii) public meeting or procession the subject of a permit granted by the Commissioner of Police under the *Public Order in Streets Act 1984*;

or as may be required for the purpose of controlling traffic on a road adjacent to, or in the vicinity of, any event or organised activity approved by the Authorised Body under its local laws, on a road (other than a main road or highway) within its jurisdiction, SUBJECT ALWAYS to the following terms and conditions:

(a) the Authorised Body shall at all times observe, perform and comply with the provisions of the "Traffic Management for Events Code of Practice" (as amended or replaced from time to time in consultation with the Traffic Management for Events Advisory Group) issued by Main Roads Western Australia ("the Code") referring to the version which is current at the time of the event, a copy of which can be obtained from Main Roads Western Australia from www.mainroads.wa.gov.au or by contacting Main Roads by phone;

(b) the Authorised Body shall develop and implement procedures that will satisfy the Commissioner that traffic management implemented by the Authorised Body, its employees, agents and contractors will in all respects conform to and comply with the requirements of the Code; and

(c) the Authorised Body shall ensure that its Representatives comply with the terms and conditions identified above at paragraphs (a) and (b) as if they were named in those paragraphs in place of the Authorised Body.

By executing and returning the acknowledgment at the foot of this authorisation, the Authorised Body agrees to observe, perform and comply with the above terms and conditions.

The powers in this Instrument of Authorisation do not change or replace:

1) any prior Instrument of Authorisation from the Commissioner of Main Roads for the purposes of undertaking traffic management for works on roads; and

2) any powers and responsibilities of a local government provided in regulation 9 of the *Road Traffic (Events on Roads) Regulations 1991*.

Dated:

**THE COMMON SEAL** OF THE COMMISSIONER OF MAIN ROADS )
)
WAS AFFIXED BY )
)
)
COMMISSIONER OF MAIN ROADS )
)
FOR THE TIME BEING IN THE PRESENCE OF:

_____
*Signature of Witness*

_____
*Name of Witness (please print)*

**ACKNOWLEDGMENT BY AUTHORISED BODY**

……*(Insert name of Local Government)*…… agrees to unconditionally observe, perform and be bound by the above conditions.

**THE COMMON SEAL** of )
)
)
_____ )
*[Insert name of Local Government]* )
)
Was hereunto affixed pursuant to a resolution of the Council in the presence of: )
)
)

_____
*Signature of Chief Executive Officer*

_____
*Signature of Witness*

_____
*Name of Witness (please print)*

### 11.3.2 Traffic Management – Road Works

**WESTERN AUSTRALIA**
**ROAD TRAFFIC CODE 2000**
**REGULATION 297(2)**
**INSTRUMENT OF AUTHORISATION**

Pursuant to Regulation 297(2) of the Road Traffic Code 2000 the Commissioner of Main Roads ("the Commissioner") hereby authorises …….. ("Authorised Body") by itself, its employees, consultants, agents and contractors (together "Representatives") to, from the date indicated below, erect, establish, display, alter or take down such traffic signs and traffic control devices of whatsoever type or class (except for permanent traffic control signals) as may be required for the purpose and duration of any works, survey or inspection, associated with the construction, maintenance or repair on a road (other than a main road or highway), any adjoining land or any portion thereof within its jurisdiction, SUBJECT ALWAYS to the following terms and conditions:

(a) the Authorised Body shall at all times observe, perform and comply with the provisions of the "Traffic Management for Works on Roads Code of Practice" (as amended or replaced from time to time in consultation with the Traffic Management for Roadworks Advisory Group) issued by Main Roads Western Australia ("the Code") referring to the version which is current at the time of the relevant works, a copy of which can be obtained from Main Roads Western Australia from www.mainroads.wa.gov.au or by contacting Main Roads by phone;

(b) the Authorised Body shall develop and implement procedures that will satisfy the Commissioner that traffic management implemented by the Authorised Body, its employees, agents and contractors will in all respects conform to and comply with the requirements of the Code; and

(c) the Authorised Body shall ensure that its Representatives comply with the terms and conditions identified above at paragraphs (a) and (b) as if they were named in those paragraphs in place of the Authorised Body.

By executing and returning the acknowledgment at the foot of this authorisation, the Authorised Body agrees to observe, perform and comply with the above terms and conditions.

This Instrument of Authorisation replaces any prior Instrument of Authorisation under Regulation 297(2) of the Road Traffic Code 2000 between the Commissioner and the Authorised Body. The Commissioner's delegation dated 17 July 1975 to a number of Local Governments outside the Perth metropolitan area, is not affected by this Instrument of Authorisation except that this Instrument of Authorisation prevails wherever roadworks are concerned. That 1975 delegation was made under Regulation 301 of the Road Traffic Code 1975 and related to non-regulatory signage.

Dated:

THE COMMON SEAL OF THE )
COMMISSIONER OF MAIN ROADS )
WAS AFFIXED BY )
)
)
COMMISSIONER OF MAIN ROADS )
FOR THE TIME BEING IN THE PRESENCE OF: )

_____
Signature of Witness

_____
Name of Witness

**ACKNOWLEDGMENT BY AUTHORISED BODY**

..... agrees to observe, perform and be bound by the above conditions.

THE COMMON SEAL OF THE )

.....)
WAS AFFIXED PURSUANT TO A RESOLUTION )
OF THE COUNCIL IN THE PRESENCE OF )

_____
Chief Executive Officer

_____
Witness

## Division 4 – Road Traffic (Vehicles) Act 2012

### 11.4.1 Approval for Certain Local Government Vehicles to be Special Use Vehicles

Government of **Western Australia**
Department of **Transport**
**Driver and Vehicle Services**

***ROAD TRAFFIC (VEHICLES) ACT 2012***

*Road Traffic (Vehicles) Regulations 2014*

**RTVR-2017-202046**

APPROVAL UNDER REGULATION 327(4)(f) FOR CERTAIN LOCAL GOVERNMENT VEHICLES AS SPECIAL USE VEHICLES

Pursuant to the *Road Traffic (Vehicles) Regulations 2014* (the *Regulations*), I, Christopher Davers, Assistant Director Strategy and Policy, Driver and Vehicle Services, Department of Transport, and delegate of the Chief Executive Officer of the Department of Transport by way of a delegation instrument dated 7 August 2017, hereby approve vehicles owned by a local government and ordinarily used by persons authorised or appointed by that local government to perform functions on its behalf under:

(a) the *Local Government Act 1995*;

(b) regulations made under the *Local Government Act 1995*;

(c) a local law;

(d) any other legislation empowering a local government to authorise or appoint persons to perform functions on the behalf of the local government (including but not limited to the *Dog Act 1976*); or

(e) any combination of the above paragraphs (a) to (d);

as special use vehicles for the purposes of paragraph "f" of the definition of "*special use vehicle*" in regulation 327(4) of the *Regulations*, with the effect that those vehicles may be fitted with one or more yellow flashing lights under regulation 327(3)(b) of the *Regulations*, subject to the following conditions:

**CONDITIONS**

1. Those lights must emit rotating, flashing yellow coloured light(s) and must not be a strobe light.
2. At least one flashing light shall be mounted on top of the vehicle and when lit, shall be visible in normal daylight up to a distance of not less than 200 metres to vehicles approaching from any direction.
3. No part of the lens of the flashing lights is visible either directly or indirectly to the driver when seated in the normal driving position.
4. If more than one flashing light is fitted, they must be placed symmetrically about the centre line of the vehicle or combination of vehicles.
5. An on/off switch for the flashing lights must be installed so as to be easily operated from the driver's seat.
6. Any additional equipment fitted to the vehicle must not interfere with the overall safe operation of the vehicle.
7. Any vehicle fitted with flashing lights for the purposes of this approval must:



Town of Victoria Park

# Youth Action Plan

## 2021–24

All young people who live or visit the Town of Victoria Park feel safe, connected, and have opportunities to contribute and thrive.

WE'RE OPEN
VIC PARK

# What's in the Youth Action Plan


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## Acknowledgement of Country

The Town acknowledges the traditional custodians of this land and respect past, present and emerging Leaders, their continuing cultural heritage, beliefs and relationship with the land, which continues to be important today.

The Town thanks them for the contribution made to life in the Town of Victoria Park and to this region.

## A thank you to our peer researchers

The Town of Victoria Park thanks all the young people who contributed to the development of this Plan by sharing their ideas at workshops and through surveys. We especially thank the eight young people who formed our peer research team. These young residents provided their advice and guidance throughout the process. They spoke with hundreds of their peers and ensured that young people were involved in the Plan at every stage.

*Figure 1: Backrow left to right: Reagan, Noah, Madieson, Isabella, Ella.  Front row left to right: Jafari, Madi, Farbod.*



# Context

## Message from the Mayor

*TBC*

## Why we developed the Plan

The Town of Victoria Park is a vibrant inner-city local government authority with young people aged 12 to 25 making up approximately 16% of our resident population. At the end of 2020, the Town started work on the development of a *Youth Action Plan* with the aim of developing a best practice framework and coordinated approach to the inclusion and development of young people in our community.

The development of this Plan has been driven by the Town's vision that Victoria Park is a *dynamic place for everyone*. Its development has centred on the empowerment of young people, engaging with both young residents and visitors to understand their needs and what the Town can do to ensure that they are heard, included and planned for.

This Plan provides an innovative and responsive guide to our investment in programs, events and facilities for young people and how we will involve young people in planning and decision making across all areas of the Town's operations.

## How we developed the Plan

The development of this Plan involved desk top research on the strategic context, current and future youth issues and trends and a robust community consultation with young people, parents and caregivers, community organisations and Town staff.

| Nov 2020 - Feb 2021 | Feb – April 2021 | April 2021 | April – May 2021 | June – July 2021 | July – August 2021 |
|---|---|---|---|---|---|
| Desktop research and planning | Community engagement | Draft vision and focus areas presented to Council | Draft *Youth Action Plan 2021-2024* developed | Public comment on Draft *Youth Action Plan 2021-2024* | Finalise the *Youth Action Plan 2021-2024* |

## The strategic context

The development of the *Youth Action Plan 2021-2024* was informed by the Town's *Strategic Community Plan (SCP) 2017-2032*. Actions within this Plan support a number of the SCP's strategic outcomes. Information gathered through this consultation also fed into *VicVision*—the major review of the SCP that ran in parallel to the development of this Plan.

# Six key issues and trends

The Plan was informed by desktop research into the key issues and trends facing young people in WA. We identified **six key issues and trends** relevant to the Town—these represent challenges to addressing the most pressing needs of young people, but also opportunities for new ways of working and connecting.

## Mental Health

An estimate of 17.5% of young people aged 12 to 24 have mild, moderate or severe mental health issues and one in ten young people aged 16 to 24 have reported seriously considering ending their own life. COVID-19 has had a significant impact on young people's mental health with 91% reporting an impact on their mental health and stress levels during the pandemic. Mental health has consistently stayed in the top three issues for young people in Mission Australia's annual youth survey over many years. We know that early intervention and prevention is critical to supporting young people's mental health and needs a whole of community response.

### *The Town of Victoria Park*

- Approximately 15% of young people we talked with self-identified as living with a mental health difficulty.
- 60% of young people aged 18 to 25 we spoke to told us that mental health was an issue relevant to them.
- The Town has a youth specific mental health service within its borders, but many young people had not heard of it.

## Employment

Youth unemployment in WA was at critical levels before the pandemic with young people facing increasing instability and casualisation of their work. Mitigation measures related to the COVID-19 pandemic in WA have disproportionately impacted young people's work with many of the hardest hit industries—hospitality, retail and the arts—employing high numbers of young people. At the peak of the outbreak in 2020, 23% of all jobs lost in WA affected 15-to-19-year old's. The transition for young people from full-time education to the world of work is increasingly uncertain. Recent research by the Foundation for Young Australians (FYA) tells us that half of Australia's 25-year-olds are unable to secure full-time employment, despite 60% holding post-school qualifications. Things that helped included an education that builds enterprise skills, being able to undertake paid work experience, finding employment in a growing sector and an optimistic mindset.

### *The Town of Victoria Park*

- Unemployment or underemployment was considered a relevant issue for the 23% of young people we talked with.

- Young people whose employment was impacted by COVID-19, said this had led to other challenges, such as housing insecurity.
- Many identified significant employment opportunities in the Town for young people due to the café/restaurant strip, Optus stadium and Burswood.

## Poverty and hardship

COVID-19 has created new poverty and exacerbated existing hardship. Whilst the Federal Government provided some supports during the peak of the crisis, these were not equally accessible, and many young people missed out. More than half of those accessing at least one food pantry during COVID-19 were young people. Young people are more mobile in their employment, and a large number work in casual roles—meaning many were ineligible for JobKeeper payments. For young people to achieve parity in their quality of life with other members of the community, local government authorities have a role to play in providing free or low-cost, low barrier access to quality community services such as community events and activities, sport and recreation facilities, parks and open spaces, libraries and museums.

### *Town of Victoria Park*

- 33% of young people told us that the cost of things was a barrier to them accessing places and activities; 48% of parents/caregivers told us that the cost of things was a barrier for young people in their care.
- Free or low-cost activities were highly desired by the young people we spoke with.
- Financial hardship was an issue that was relevant for 30% of 18-to-25-year old's and housing affordability was an issue for 39% of this same age group.

## Technology and online media

Rapidly evolving technology and online media is a permanent fixture of most young peoples' lives with access to information being at their fingertips. This provides exciting new opportunities for organisations to engage with young people, however unless those organisations stay abreast of current trends, social media platforms and the way young people consume information, communication strategies quickly become outdated and fail to hit the mark. New technology also brings new risks including privacy concerns, fraud, social media misuse, cyber bullying and more. The recent pandemic also brought the somewhat hidden digital divide to light—with a small portion of young people who lack access to devices and data being less able to apply for jobs, access online services such as Centrelink and telehealth, access online education and stay connected during times of isolation.

### *Town of Victoria Park*

- 43% of parents and caregivers thought social media was an issue for young people they cared for, and 78% thought it was an issue for other young people.
- Social media was the most frequently suggested method for capturing young people's ideas on a regular basis.

- Facebook and Instagram were the most popular social media platforms for young people finding out about things that were going on.

## Youth activism and advocacy

Young people have always been involved in agitating for change. However within the last five years, there has been a significant surge in young people instigating and leading large-scale global movements, such as the school strikes for climate justice; Black Lives Matter rallies for racial justice; and rallies and social media campaigns about sexual assault and gender inequality. Progressive and bold organisations are recognising these youth-led movements as a force for change. Both not-for-profit, business and Government entities are starting to use their resources and reach to elevate the voices of young people and provide support through access to spaces, funding, structures, processes, and platforms.

### *Town of Victoria Park*

- 53% of young people aged 18 to 25 said climate change was an issue of relevance to them.
- Many young people were concerned about issues such as homelessness, inequality and racism and wanted to be involved in doing something to help in their community.
- The Town's value of being 'proactive' aligns with supporting young people in this way—with the SCP stipulating '*We will look to cause positive things to happen rather than waiting to respond*'.

## Co-design

An understanding of the need to involve community members in the design of services has been growing steadily for a number of years. This has included a growing understanding of the benefits of involving young people in the design and delivery of spaces, facilities, programs, and initiatives. The language typically used now is co-design. Organisations that wish to co-design with young people often employ a youth advisory group model, however this model is not without its pitfalls. Typical challenges include high attrition and drop-off rates, difficulties in attracting participation from minority groups, and engagement being tokenistic. The reasons for these challenges include a mismatch between youth expectation and actual scope of the group, poor support for the young people involved, not allocating appropriate resourcing to compensate young people for their lived experience and not embedding the model adequately in the organisation's decision-making process.

### *Town of Victoria Park*

- Many young people who responded to the youth survey said they were interested, or possibly interested in being part of a youth leadership program at the Town.
- The Young Changemaker workshop hosted at the end of the consultation had a high level of interest—places sold out and there was a waitlist.

- Young people told us that they wanted to get real life and hands on experience with roles that had responsibility.

# Community Engagement

## Who we talked with

To develop the *Youth Action Plan 2021-2024*, we talked with **521 young people** aged 12 to 25. This included 434 through surveys and 87 at workshops.

- 38% were aged 12 to 17 and 62% were aged 18 to 25
- 68% lived in the Town and 32% were connected with the Town in other ways
- 78% were studying full-time or part-time
- 54% were working full-time, part-time or casually
- 29% went to high school in the Town; 25% went to Curtin University
- 8% volunteered
- 55% female, 43% male and 2% non-binary or intersex
- 22% LGBTIQA+
- 18% culturally and linguistically diverse
- 15% living with a mental health difficulty
- 3% Aboriginal and Torres Strait Islander
- 3% young carers
- 1.6% identified as having a disability

We also heard from:

- 56 parents and caregivers
- 14 organisations that work with young people
- Town staff and Councillors

## What we learned

### A snapshot of young people in the Town

- Young people aged 12 to 25 represent 16% of the Town's population[1]
- The Town has a *lower* proportion of young people aged 12 to 17 than that Greater Perth average (3.9% compared to 7.2%)
- The Town has a *higher* proportion of young people aged 18 to 25 than the Greater Perth average (11.9% compared to 9.4%)
- East Victoria Park has the highest number of young residents
- Five schools that cater for high school aged young people are located within the Town

[1] ABS Census data 2016.

- Three tertiary institutions are located in the Town
- 7.1% of 15-to-24-year-olds in the Town of Victoria Park are disengaged from employment and education

## Key findings

Young people who live and visit the Town of Victoria Park have a diverse range of experiences. What they have in common is that they want to feel **safe and connected**, they want to be part of a community that enables them to **thrive**, and **opportunities to contribute** to that community.

Most young people really enjoy living and being in the Town—they like the vibrancy, inclusiveness, diversity and central location. They also identified areas for improvements and opportunities for the Town to address youth issues, build connection and provide opportunities for them to contribute to their community.

### Civic participation

- 52% of youth survey respondents shared ideas for ways that they thought the Town could develop a program to help young people be community leaders
- 57% were interested in finding out more about opportunities for young people

Having opportunities to contribute to their community was important to a lot of young people, with many expressing an interest in social issues and a desire to help in some way. Some wanted to see more young people on council and more young people voting. There was also an interest in funding and supporting youth-led initiatives.

Many young people expressed an interest in contributing more to how decisions were made in council. Some were keen on being part of advocacy and lobbying for big changes. Others said they wanted to be asked their opinion more often through polls, surveys or social media. Some young people thought they could help the Town plan and organise events and promotions.

> *"Maybe programs that set aside a budget to allow youth groups to have the freedom in setting up programs the way they feel is best and the way they feel is most successful. Coordinators can be assigned to assure they stay on track."*

### Communication

Top five ways young people report that they find out what is going on:

1. Friends
2. Facebook
3. Family
4. Instagram
5. Google search

45% of young people said that 'not being aware of things' was the biggest barrier for them getting to things they wanted. Both young people, parents and caregivers and some organisations told us that they often just did not know about what services, facilities or events were available. Young people use Instagram and Facebook but also find out about things from friends and family. Parents and caregivers find out a lot of information from local Facebook pages.

Young people said that the Town needs to communicate in more youth friendly ways and thought that it would be helpful and innovative to get young people to help design campaigns to promote things in the community. Most importantly they said that the Town needed to hold events and programs and talk to young people in places that they went to already.

> "*More engagement through social media, especially through Instagram and TikTok as most young people use those apps more frequently. Personally, it's easier for me to engage in social media like Instagram story polls."*

## Places, activities and events

The top five places young people enjoy visiting in the Town:

1. Cafes and restaurants
2. Optus Stadium
3. The Swan River
4. Parks and ovals
5. Shopping areas

Young people reported that they really love the Town's café and restaurant strip, but money is an issue; and the desire for student nights or discounts for young people was raised a number of times.

Young people said most events in the Town seemed family oriented and not for them. They wanted to see more youth-focused events and activities. Most people we talked with felt that there were good *formal* sport options in the Town, but that there was a need for more informal or drop-in sport activities. Young people really valued some of the green open spaces and natural places such as the Swan River and MacMillan Park and wanted to see these looked after well. They identified these spaces as great locations for pop up sports or other activities.

All the groups we engaged with expressed a desire to see more creative arts and music opportunities for young people in the Town. There were many places in the Town that young people hadn't heard of, such as the Victoria Park Centre for the Arts or the Victoria Park Community Centre, and others such as the Victoria Park Library and Leisurelife that they thought needed a refresh and more youth specific programming to be attractive.

> "*"Think about the pursuits of the 13-17 age group. They have sport opportunities or nothing. It's awful."*

## Health and wellbeing

Young people told us that the top five issues relevant to them were:

1. Mental health
2. Climate change
3. Body image
4. School or study stress
5. Environmental sustainability

Many young people told us that it was difficult to find a job, both entry level and in their field and identified that there could be opportunities for partnerships with businesses in the Town and educational institutions. Young people wanted more opportunities to develop life skills and job ready skills, and more chances to get their foot in the door via volunteering, work experience and internships.

> *"More job/volunteering opportunities to enhance resume and gain experience"*

Feeling safe was very important for young people. Young people told us that they feel unsafe in areas of poor lighting or where there was a lot of anti-social behaviour, with 'hotspot' areas including the underpass on Shepperton Road near Ursula Frayne Catholic College, train stations, bus stops and John MacMillan Park. Some of the areas they felt unsafe related to places where drinking alcohol was taking place, such as the Albany Highway Strip and Crown Casino. There was a desire for better lighting in areas where young people want to spend time.

Transport around the Town was seen as good in some areas, and poor in others. Young people said they often didn't feel safe waiting at bus stops, and poor transport after hours on weekends was a concern for young people that didn't drive or found it hard to get their licence. Young people who were without family support found it difficult to get their supervised driving hours needed to get their licence.

Young people were concerned about lack of mental health services, but many didn't know that the Town has a mental health service located in Burswood.

Climate change and sustainability was an important issue for young people, and they identified many sustainability areas that they are thought the Town could work on.

# Youth Action Plan 2021-2024

## The framework

This framework has been developed with a focus on practical and achievable actions to guide the Town's delivery of the Plan. The content has been informed by robust community engagement and research into current issues and trends for young people in the Town of Victoria Park.

| Vision | Focus areas | Actions |
|---|---|---|
| What we want the Town to be like for our young people in the future | The areas we will focus on to move towards achieving the vision | The tangible initiatives we will explore, resource and deliver to achieve the vision |

## Our vision for young people

**Our vision is that *all young people who live or visit the Town of Victoria Park feel safe, connected, and have opportunities to contribute and thrive.***

## Our strategic direction and actions

The *Youth Action Plan 2021-2024* sets out a number of desired outcomes and a set of coordinated actions, each with an identified lead, budget, defined timeframe, and measures for monitoring our progress that will help us achieve our vision for young people in the four defined focus areas.

## Focus area 1: Civic participation

**Young people have opportunities to be involved in Town planning and decision making in areas that impact them. These opportunities are delivered in ways that enable a diversity of young people to contribute according to their skills, interests and abilities.**

Our Strategic Community Plan states that '*We are the Perth's most empowered and engaged community"*. The Plan's first focus area puts this into practice through an innovative Youth Leadership and Civic Engagement model. Our consultation with young people in the development of this Plan demonstrated that they welcome being genuinely asked to contribute and that they want to do this on an ongoing basis. Youth issues and culture change quickly and an engagement such as this is always a singular point in time. The actions in this focus area are prioritised for immediate roll out because they are critical to the successful delivery of actions in the other three focus areas. The Youth Leadership and Civic Engagement model will maximise the skills and passions of young people and facilitate contribution to many areas of operation across the Town.

| # | Actions | Lead | Budget | Y1 | Y2 | Y3 | Measures of success |
|---|---|---|---|---|---|---|---|
| 1.1 | Establish *Young Changemaker* program—a team of young people recruited for their interest in working on youth advocacy and engagement with the Town. | Community Development | $8,000 (annual) | | | | • Recruitment process established<br>• Eight young residents participate<br>• Diversity of young people represented |
| 1.2 | Establish a *Young Influencers* program—a team of young people recruited for their interest in working on youth events and youth communications with the Town. | Community Development | $8,000 (annual) | | | | • Recruitment process established<br>• Eight young residents participate<br>• Diversity of young people represented |
| 1.3 | Roll out the *Young Changemaker* and *Young Influencers* program including annual recruitment, delivery and evaluation | Community Development | Additional CD staffing | | | | • 80% participant retention rate<br>• 80% of participants report skill development<br>• 80% of participants report making a difference to their community |
| 1.4 | Establish and roll out a Youth e-database—a mechanism for young people to sign up to and provide responses to quick questions/surveys via SMS/email on their opinions to Town plans and decisions | Community Development / Communications | Existing | | | | • Database established<br>• Minimum of 100 sign-ups each 18-months<br>• 50% response rate to each engagement<br>• % increase satisfaction rate of young people with engagement by the Town |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 1.5 | Develop a youth engagement cheat sheet for all staff in the Town who connect with or plan for young people in their role | Community Development | Existing | | | | • The Youth Engagement Programs are used by teams in the Town to inform planning/decision making |
| 1.6 | Work with the *Young Changemaker Team* to develop youth-focused council election copy and materials to encourage more young people aged 18 to 25 to vote in council elections | Communications | Existing | | | | • Trial undertaken in first year<br>• % increase of young people aged 18 to 25 voting in the Town's council elections |
| 1.7 | Review and rescope the youth donations program to support youth-led projects and programs that focus on youth development within the Town | Events, Arts and Funding | Existing | | | | • Donations budget is fully expended<br>• At least 1 impact story collected and shared |

## Focus area 2: Communication

**Young people receive information about initiatives and opportunities in the Town in the most efficient and effective way for them. This information is delivered in youth-friendly formats in places young people go, or from people they connect with.**

Our Strategic Community Plan states that '*We are inclusive and connected with a thriving community"*. One of the strongest themes from the consultation for this Plan was that young people just did not know what was on offer in the Town. They frequently hadn't heard of places and events that were suitable for them and they didn't feel included because the Town's communications were not targeted to them. They wanted to see more youth-friendly information from the Town; and for this to be co-developed with young people to keep it fresh and on trend. They emphasised the importance of communicating with young people where they are at rather than expecting them to come to us.

| # | Actions | Lead | Budget | Y1 | Y2 | Y3 | Measures of success |
|---|---|---|---|---|---|---|---|
| 2.1 | Develop a youth page on the Town's website with information about all that is on offer for young people; tag all Town events suitable for young people on the Events page | Communications / Community Development | Existing | | | | • Web page established<br>• All Town events, initiatives and programs relevant for young people are kept up to date on the website<br>• Increase in # of unique visits per annum |
| 2.2 | Work with the *Young Influencers team* to develop youth-friendly promotional campaigns for Town facilities, events and | Communications | Existing | | | | • Town staff report an increase in young people attending their programs, services or initiatives |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | initiatives, including identifying where to promote things | | | | | | |
| 2.3 | Work with the *Young Influencers team* to develop youth-friendly digital content | Communications | TBA | | | | • Two youth take over days are held per year<br>• Young people involved report learning new skills<br>• # of youth related posts per annum |
| 2.4 | Work with the *Young Influences team* to build stronger connections with local community Facebook pages to promote youth related events and programs to parents and caregivers | Community Development | Existing | | | | • New connections are built with community run Facebook pages<br>• 50% of youth programs are promoted through these platforms |
| 2.5 | Develop and promote a youth-friendly annual report on progress made towards the *Youth Action Plan 2021-2024* | Community Development | Existing | | | | • Report is promoted on social media, to schools and other organisations that work with young people |

## Focus area 3: Places, activities and events

**Young people visit places and spaces in the Town that are activated, youth-friendly, inclusive and accessible. Young people have a variety of youth focused and youth-friendly activities and events available to them.**

Our Strategic Community Plan states that '*We are Perth's premier place for entertainment and entrepreneurship"* and *"We put people first in urban design"*. The Plan's third focus area looks at young people's inclusion in the planning and programming of inclusive spaces and activities. Young people told us that there were great, vibrant places and spaces in the Town, but that few were youth focused. The cost of things was a barrier, and they wanted to see more arts and culture activities and more activities for high school aged young people. Young people saw a great opportunity to partner with businesses in the Town. They also saw a role for the Town in making places around their communities safer so that could access them more easily.

| # | Actions | Lead | Budget | Y1 | Y2 | Y3 | Measures of success |
|---|---|---|---|---|---|---|---|
| 3.1 | Trial afterschool casual sport drop-in sessions at local parks or other Town spaces | Community Development | TBA | | | | • # of sessions held per annum<br>• 75% average capacity attendance across sessions |
| 3.2 | Increase the delivery of free or low-cost arts experiences for youth audiences | Events, Arts and Funding | TBA | | | | • Two arts experiences are delivered during the year |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | | | | • 75% average capacity attendance across sessions |
| 3.3 | Develop and promote free or low-cost activities for young people aged 12 to 17 (i.e. arts, sustainability, educational) | Library Services | TBA | | | | • Increase in programming for young people aged 12 to 17<br>• 75% average capacity attendance across sessions |
| 3.4 | Co-design and co-deliver an annual youth event with young people from the *Youth Influencers team* (location to vary) | Community Development | TBA | | | | • Annual youth event held<br>• 100 young people attending, increasing annually<br>• % satisfaction of young people attending event |
| 3.5 | Partner with local business and/or community organisations to run a life skills series for young people in fun, innovative, pop up locations | Place Planning / Community Development | TBA | | | | • Two life skills sessions held per year<br>• 75% of young people report a skill increase as a result of attending |
| 3.6 | Explore an initiative with local businesses to run student discount days, nights or initiatives | Place Planning | Existing | | | | • Discounts for students explored |
| 3.7 | Codesign an annual youth safety project with young people, i.e. night activation project, public art mural, safety hotspot focus etc. | Community Development | Grant funding | | | | • One annual youth safety project developed per year |

## Focus area 4: Health and wellbeing

**Young people are aware of and have access to programs and services that support their health and wellbeing. They feel safe and included in their community.**

Our Strategic Community Plan states that '*We are inclusive and connected with a thriving community"*. In order to thrive, young people need key issues and challenges that they face to be addressed. Some of the most critical issues for young people in the Town included employment, mental health, and a limited income. For some of our young people, they also didn't feel connected because of negative images or perceptions of young people in the community. This final focus area delivers actions which aim to provide young people with access to initiatives that will help them thrive and reach their full potential.

| # | Actions | Lead | Budget | Y1 | Y2 | Y3 | Measures of success |
|---|---|---|---|---|---|---|---|

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 4.1 | Establish a youth career development activities program (or partnership) with a focus on areas in the Town with higher rates of youth disengagement and unemployment | Library Services | Existing | | | | • # activities held per annum<br>• 75% average capacity attendance at programs<br>• 75% of young report the program activity developed their skills |
| 4.2 | Explore the development of a youth-focused career expo in collaboration with schools, university/TAFES, business and other LGA's | Community Development / Place Planning | Grant funding | | | | • Exploration undertaken |
| 4.3 | Explore opportunities for young people to gain job ready experience at the Town through internships, placements and volunteering | Human Resources | TBA | | | | • # of Town offered placements for young people annually |
| 4.4 | Explore opportunities to partner with Youth Focus to promote youth mental services to young people at Town events and other initiatives | Community Development | Existing | | | | • Partnership with Youth Focus established<br>• Youth Focus report increased service awareness by Town residents |
| 4.5 | Work with the *Young Influencers team* to develop a youth-focused initiative for Mental Health Week | Community Development | Existing | | | | • Annual youth initiative for Mental Health Week delivered |
| 4.6 | Explore the feasibility of supporting young people on low income and/or with limited family support to get their licence through establishing or access to a RYDE program (or similar) | Community Development | Grant funding | | | | • Exploration undertaken |
| 4.7 | Counter negative images of young people by promoting 'good news stories' through the Town's social media and e-newsletter | Communications | Existing | | | | • A minimum of four good news stories are shared per annum |

# Delivering the plan

Central to the success of the *Youth Action Plan 2021-2024* is building internal capacity and excellence and partnerships with our community and external organisations. There are a number of actions that will be established to help deliver on the Plan including:

- Employment of a *Youth Programs Officer* who will focus on delivering the *Youth Leadership and Civic Engagement Model*.
- Establishing an internal working group that will meet twice a year to discuss progress on the *Youth Action Plan 2021-2024* and plan coordinated actions.
- Reviewing the *Youth Action Plan 2021-2024* background document and providing information for internal staff on themed areas (i.e. safety and crime prevention, communications, transport, the environment).
- Hosting six-monthly youth focused touch point sessions for external organisations in the Town who work or interact with young people to come together, connect and share upcoming initiatives. This could include a training or upskilling component.
- Exploring partnerships with businesses and community organisations to deliver on key components of the Plan, where appropriate. This could also include joint projects with other connected Local Government Authorities and building strong partnerships with schools.
- There are key projects identified within the Plan that lend themselves to grant opportunities either in their entirety or to establish the project—grant opportunities should be explored over the duration of the Plan.

## Review

The Plan will be reviewed annually, with measures of success evaluated and new opportunities incorporated as needed.

Partnership, sponsorship and programming opportunities will be regularly sought by the Town.

To discuss involvement in the Town's youth development or provision, or provide feedback on the Plan, please contact the Town of Victoria Park via:

- Phone (08) 9311 8111
- E-mail admin@vicpark.wa.gov.au
- 99 Shepperton Road, Victoria Park, WA - opening hours 8:30am-5pm Monday to Friday
- Postal address Locked Bag 437, Victoria Park WA

# Town of Victoria Park Youth Plan 2021-2024

## Engagement Report

## Report by the Youth Affairs Council of WA

At the end of 2020, the Town of Victoria Park engaged the Youth Affairs Council of WA (YACWA) to develop the Town's Youth Plan. The purpose of the Plan is to provide the Town with a best practice framework and coordinated approach to the inclusion and development of young people in the community.

Over the last four months YACWA has been working closely with staff at the Town to:

- Get an understanding of youth service provision within the Town
- Explore the current youth landscape and emerging trends
- Engage with key stakeholder groups to understand the unique needs of young people aged 12 to 25 who live, work, study, volunteer and recreate in the Town

This report provides a snapshot of the consultation process undertaken, what we learned, the draft vision for the Plan and key focus areas.

## Consultation process

YACWA developed and delivered a robust consultation with four key stakeholder groups in the Town. These groups were:

1. Young people aged 12 to 25 who lived, worked, studied, volunteered or recreated in the Town
2. Parents and caregivers of young people
3. Organisations that worked with and/or connected with young people
4. Town staff that connect with or plan for young people in their role

In total we spoke with **518 young people**, **56 parents and caregivers**, **14 organisations** and **15 staff**. Parents and caregivers participated in a survey, organisations were engaged through structured one on one interviews and staff participated in a workshop. The youth engagement approach was multi-dimension and is outlined below.

### Youth engagement

To ensure that we reached a wide demographic of young people and that we asked the right questions, we recruited eight young people aged 16 to 23 who lived in the Town of Victoria Park, and trained them to be **peer researchers**. This group worked with YACWA to co-design the youth survey and they each delivered 30 surveys with young people in their peer group. The peer researchers were recruited for their diversity of connections and experience.

In terms of who we reached through the surveys, young people were from every age group (12 to 25), with a higher proportion of young people aged 18 to 25—which is reflective of

the Town's demographic of a higher-than-average population of young people in this age bracket. We also spoke with:

- 55% female, 43% male and 2% non-binary young people
- 22% who identified as LGBTIQA+
- 18% from a culturally and linguistically diverse background
- 15% who identified as living with a mental health difficulty
- 3% who were Aboriginal or Torres Strait Islander
- 3% who said that they had caring responsibilities
- 1.6% who identified as having a disability

We also engaged in deeper conversations with Aboriginal and Torres Strait Islander young people through two workshops with Wirrpanda, young people experiencing homelessness through a workshop with Mission Australia's Youth Accommodation Support Service (YASS), young people at a local Girl Guides group and young people who wanted to make a different in their local area at a Young Changemaker workshop.

## What we learned

What we heard at the highest level is that young people in the Town want to feel **safe, connected**, live in a community that enables them to **thrive**, or reach their full potential and want **opportunities to contribute**, in some way.

We have grouped what we learned into five key areas outlined below:

### Places, events and activities

- There are some good events in the Town, but young people see many as family oriented and don't feel that they are for them. They want to see more **youth-focused** events and activities.
- Young people really love the cafés and restaurant strip, but **money is an issue**. It was suggested that the Town work with businesses to run **discount nights** or provide discounts to reward young people for community service or engagement with the Town.
- Good formal sport options were identified, but we heard that there was a need for more informal, **casual or drop-in sport activities** or casual sports set up.
- We found there was a strong desire to see more **creative arts and music** opportunities for young people.
- There were many places in the Town that young people hadn't heard of (Arts Centre, Community Centre) or they thought needed a **refresh to be attractive to young people** (Library, Leisurelife).
- Young people really valued some of the **green open spaces and natural places** such as the Swan River and MacMillan Park and want to see these looked after well.

### Health and wellbeing

- We asked young people what **issues were important** to them. We analysed this by age (if they were under or over the age of 18). Across the two age groups, four of the top five

issues were the same. These were **mental health, climate change, body image and school/study stress.** For the young people over 18, environmental sustainability was a top five issue. For those under 18, safety and crime was a top five issue.

- **Youth unemployment** is higher than people over the age of 25—this is a trend across the State, but there were some areas of the Town where this was higher than average. Some young people told us that they found it difficult to find a job. There were suggestions that with the amount of businesses in the Town there could be opportunities to **partner with business, Curtin/TAFEs to match young people with jobs**.
- Young people wanted more opportunities to develop **life skills, job ready skills** and support with things like writing and building a resume, interviews and so on. Many identified wanting more **volunteer opportunities and internships**.
- **Feeling safe was very important** for young people, and many identified not feeling safe in areas of poor lighting or where there was a lot of anti-social behaviour. They wanted to see **more lighting** and in areas where young people want to spend time.
- **Transport** around the Town was seen as good in some areas, and poor in others. Young people said they often didn't feel safe waiting at **bus stops**, and poor transport after hours on weekends was a concern for young people that didn't drive or found it hard to get their licence.
- Young people were concerned about **lack of mental health services**, but many didn't know that the Town has a mental health service called **Youth Focus** located in Burswood, which lends itself to a partnership with the service and assistance with promotion.

## Communication

- Young people told us that they often just didn't know about what was on for young people, and what services, facilities or events were available. They told us that the Town needs to communicate in more **youth friendly ways**. Some ideas for this included:
    - Having a youth specific page on the **website**
    - Promoting more on **platforms** young people use (Instagram, TikTok)
    - Having a **social media take over** by young people
    - **Posters and flyers** in places young people actually go, i.e. shopping centres or bus stops (not places they don't such as the library)
- Young people told us that they thought that it would be helpful and innovative to get young people to help **design campaigns** (i.e. for things at Leisurelife or Aqualife)
- They told us that they often find out about things from family or friends (word of mouth) and that having **youth ambassadors** or influencers on board could help promote things
- Most importantly they said that the Town needed to hold things and **talk to young people in places that they wanted to go** to already. They said it was important to go to them, rather than expect them to come to you.

## Civic participation

- Having opportunities to **contribute to society** was important to a lot of young people. Many expressed interest in and concern for social issues (even ones that didn't impact them) and a desire to help out in some way.

- We heard that there is sometimes a **negative image of young people** (or a small group of young people) that needed to be addressed to help young people feel like a valued part of the community and more able to contribute.
- Many young people expressed an interest in contributing more to how **decisions were made in council**. Some had more interest being part of advocacy and lobbying for big changes. Others thought they only had a few minutes but would like to be asked their opinion more often.
- The Town has lots of plans and strategies and young people had lots of ideas. Giving staff that don't have experience of working with young people a **guide** of simple ways or avenues to talk to young people was suggested, so that their information was included in place planning, crime and safety planning, transport planning, sustainability planning and so on.
- There was interest in getting more **young people on council** and more young people voting.
- Some young people thought they could help plan and **organise events and initiatives**, especially if it related to an area of interest, i.e. something they were studying.

### Partnerships and collaboration

- We found that there are lots of organisations out there supporting young people and that work is needed by the Town to see how everyone can **work together better.**
- There was a need for better **promotion** of what is available for young people.
- It was identified that the Town has a role in helping organisations with accessing **funding** more easily, as most said that they didn't apply for grants and the like as it was too difficult.

## Draft vision and focus areas

An analysis of the themes has led to the suggested **vision** that *all young people who live or visit the Town of Victoria Park feel safe and connected, and that they have opportunities to contribute and thrive*. The **five focus areas** (as outlined above are)

1. Places, events and activities
2. Health and wellbeing
3. Communication
4. Civic participation
5. Partnerships and collaboration

We recommend that the name of the Plan and titles for the focus areas are open for discussion with the potential of a name change. We feel that young people could come up with more exciting, innovative or dynamic titles.



TOWN OF VICTORIA PARK

# Transport Strategy

MAY 2021

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# Acknowledgement of Country

Many of the transport routes we use today – including rail lines, roads and water crossings follow the traditional song lines, trade routes and ceremonial paths that Australia's First Nations People traversed for tens of thousands of years.

In preparing this Strategy, the Town of Victoria Park acknowledges this heritage, as well as the Whadjuk elders past and present who remain traditional custodians of the land that includes the Town of Victoria Park.

**Lizard and Eggs (1997) by Beverley Pickett**
(Source: Town of Victoria Park – Reflect Reconciliation Action Plan).

# Executive Summary

The Town of Victoria Park (the Town) is a successful, vibrant and diverse inner-city local government located immediately south-east of the Perth Central Business District (CBD). The Town's continued success is reliant on a sustainable, accessible and integrated transport network which connects people to places. This Transport Strategy sets the strategic direction for managing the Town's transport network over the next 10 years and identifies a range of mobility focussed initiatives that will enable the Town to continue prospering as a vibrant inner-city community.

Located within the Central Sub-Region of the Perth and Peel region, the Town is required to accommodate an additional 18,000 dwellings to meet the State Government's 2050 infill target. This will bring an additional 45,510 residents to the Town, increasing the total population to approximately 77,230. Most of this growth will be achieved at key strategic activity centres previously identified through community engagement and precinct planning areas. This significant change necessitates the development of a strategy to cater for the current and future transport needs of residents, visitors, businesses, as well as those who pass through the Town.

At present, most of the Town's residents access their place of work via private vehicle, with 74% opting to drive / travel by car according to the 2016 ABS census data. The data also reveals that public transport usage by the Town's residents sits at 12% for bus and 5% for train, while walking made up 4% and cycling made up 3%. The remaining 2% accounts for residents travelling to work via motorbike / scooter and the categorisation of 'other'.

There is an opportunity to shift these travel patterns, including building on the relatively high use of bus and train, to attract more trips to the public transport network. The State Government's Inner Armadale Level Crossing Removal Project will see the removal of existing level crossings and the rebuilding of the Carlisle and Oats Street Stations. This significant investment will also entail the enhancement of each station precinct and improve connectivity to the Town's surrounding transport network.

Further, there are a number of key destinations and local centres within walking or cycling distance of residential areas throughout the Town. Of note, the Albany Highway Activity Centre corridor forms a town centre spine running from the Causeway to Welshpool Road. As such, the Town is well placed to encourage transition from car-based travel to active modes, which has the benefit of fostering more vibrant and lively streets and promoting greater footfall through local businesses created through people travelling on foot and bicycles generally having greater exposure to, and are better immersed in, and engaged with the street environment, in comparison to those passing through by car. The adoption of increased active modes in the Town also allows for improved passive surveillance, healthier communities and positive environmental outcomes.

The emergence of micro-mobility devices, in conjunction with technological advances in transport, such as e-bikes and e-scooters, also need to be considered in how the Town designs and manages its transport network into the future. These two areas present further opportunity to better connect residents to the Town's diverse and unique service offerings as well as the wider Perth Metropolitan transport network, by providing more choice in the way residents move around.

The Town recognises that a quality transport system for the whole community requires close and continued engagement with key partner organisations including the State Government and local user groups. This Strategy identifies opportunities for the Town to collaborate with key partners to achieve the vision of the Town's transport network.

This Strategy was developed using a place-based approach which aims to understand and evaluate how transport can better support the desired place outcomes of the Town. The place-based approach includes a Movement and Place assessment of the Town's places and streets for existing and future conditions. The Movement and Place assessment reflects how people access and interact with the Town's places now and in the future, and highlights that for the Town to grow sustainably the function of streets may change.

In addition to the Movement and Place assessment, the development of this Strategy has utilised a user mindset exercise in order to evaluate the diverse needs and wants of the Town's existing and future transport users. This involved the development of eight user mindsets which reflect a sample of the Town's population to test the Strategy's ability to cater for different customer needs and highlight any gaps in the existing transport network.

This Strategy represents the Town of Victoria Park's commitment to addressing current and future transport opportunities and challenges, creating a more integrated transport system that complements surrounding land uses. Further, this Strategy seeks to contribute to achieving the

Town's vision as A dynamic place for everyone that enables safe, enjoyable and convenient journeys to, from or within the Town, for all modes of transport.

## Our Vision

To ensure alignment of this Strategy and the Town's broader planning framework, the Town of Victoria Park have developed a vision for the transport network over the next 10 years which is:

**To provide an integrated, accessible and sustainable transport network which connects people to places and supports the Town as a liveable inner-city community.**

There are three themes underpinning this vision which are:

- A Healthy Community;
- An Accessible Town; and
- A Liveable Town.

The three themes are supported by 17 objectives which have been used to identify and prioritise a series of initiatives.

# Key Terms

| KEY TERM | DESCRIPTION |
|---|---|
| **Mode / Multi-modal** | 'Mode' refers to the various transport options that people use to travel from one place to another. Examples include walking, cycling, catching the bus or train, as well as driving a car. Some people may engage in a combination of travel methods as part of their journey, which is referred to as a 'multi-modal' trip. |
| **Mode Share** | 'Mode share' is used to describe the proportion of people using each mode of transport for a certain trip type, or to a specific destination, normally expressed as a percentage. |
| **Mode Shift** | 'Mode shift' is used to describe changes in travel patterns, in terms of the mode of transport used by people, over a period of time. |
| **Active Transport** | 'Active transport' refers to non-motorised transport modes, including walking and cycling. |
| **Travel Demand Management** | 'Travel demand management' is the concept of applying strategies or policies with the aim of incentivising or disincentivising certain travel behaviours, with the intent of 'mode shift'. This may include encouraging people to consider alternative modes of transport for certain trips or redistributing travel demand at particular times of the day. |
| **End of Trip Facilities** | 'End of trip facilities' is a term used to describe infrastructure provisions in buildings or communal locations (e.g. workplaces, schools, community hubs) that support and facilitate the use of active transport modes, such as walking and cycling. Examples of 'end of trip facilities' include bicycle parking, showers, change rooms and lockers. |
| **Emerging Technologies** | 'Emerging technologies' refers to new technology that is currently in the process of being developed or is expected to be developed / refined over the next 5–10 years. Transport examples relevant to this Strategy include electric vehicles, driverless vehicles and trackless trams. |
| **Micro-mobility** | 'Micro-mobility' is a term used to describe various small, lightweight vehicles that are used by an individual to travel from one place to another. 'Micro-mobility' devices can be motorised, such as electric bikes, electric scooters and electric skateboards, typically operating at speeds of 25km/hr or less. They also include traditional "human powered" wheeled recreational devices including bicycles, scooters, and skateboards – see 'Active Transport'. |



# 1 Transport Vision for the Town of Victoria Park

## 1.1 Vision

This Strategy seeks to contribute to achieving the Town's vision as ***A dynamic place for everyone.*** To ensure alignment of this Strategy and the Town's broader planning framework, the Town of Victoria Park have developed a vision for the transport network over the next 10 years which is:

**To provide an integrated, accessible and sustainable transport network which connects people to places and supports the Town as a liveable inner-city community.**

The vision, themes and objectives are outlined in Figure 1.1.

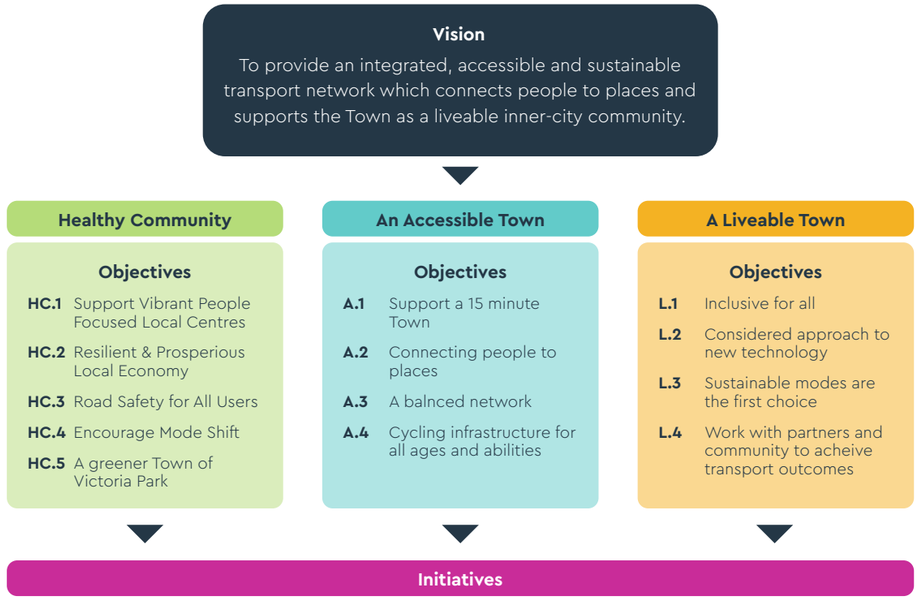
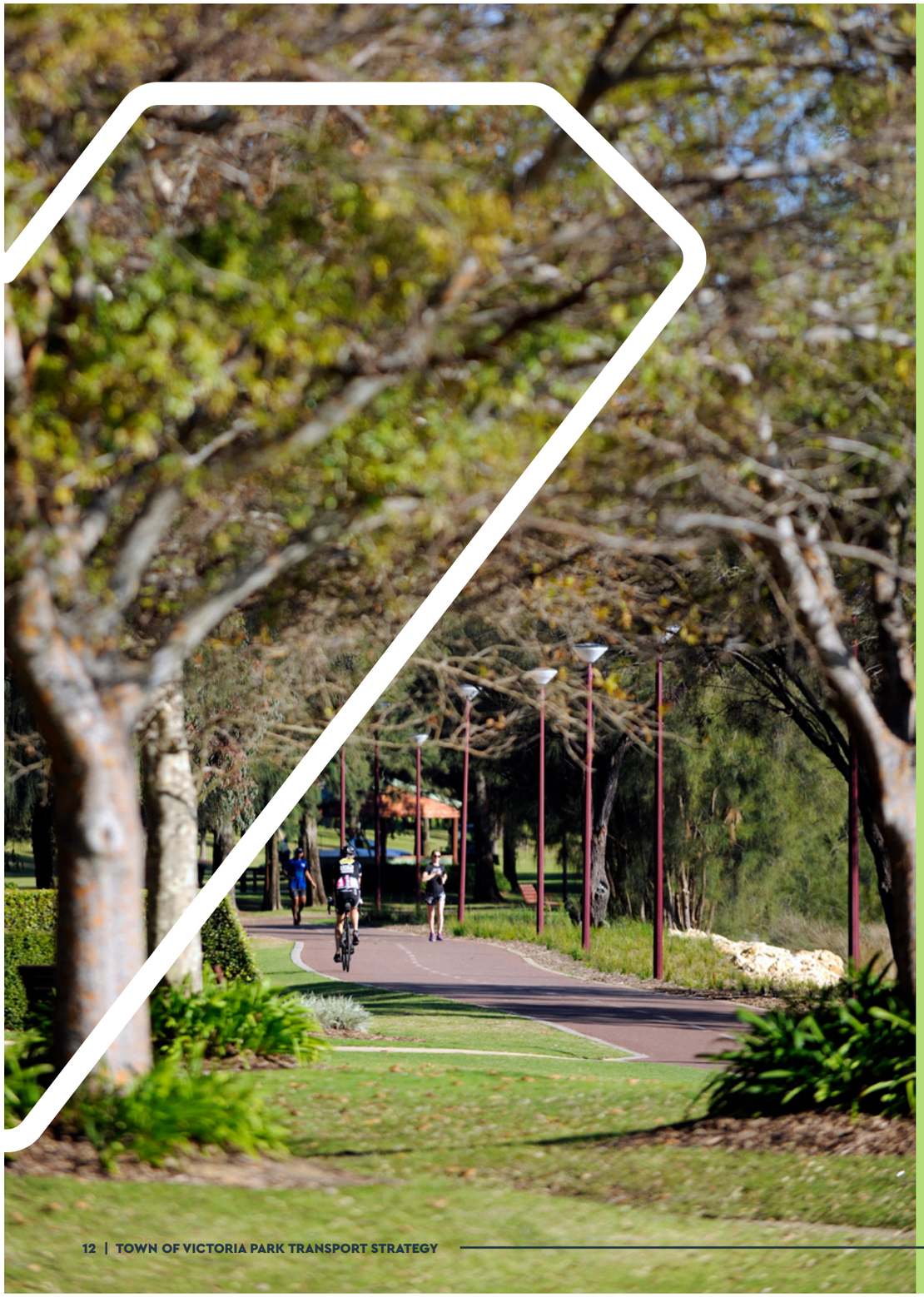



**Figure 1.1:** Vision, Themes and Objectives

## 1.2 Themes

Three overarching themes underpin the vision which are: Healthy Community, An Accessible Town and A Liveable Town. Each theme underpins the vision and represents the transport networks role and how transport will contribute to achieving the Town's vision of A dynamic place for everyone. Each theme is supported by a number of objectives which provide the basis for the identified initiatives. The identified themes and objectives have been developed in collaboration with various departments within the Town and are consistent and complementary with the Town's informing Strategies. The following section provides an overview of each theme and its supporting objectives including what they seek to achieve.





### 1.2.1 Healthy Community

The design and management of a community's transport network plays a key role in fostering healthier populations and more sustainable environments. This Strategy aims to provide the residents of the Town with choice when it comes to transport. By designing streets that better facilitate walking, cycling and ease of access to public transport, the Town is striving to empower residents to choose more sustainable transport modes. Fewer cars on the road will result in health benefits, not only for those that choose to make switch, but also means the reduction in vehicle-related emissions and reduced road trauma.

**HC.1 – Support Vibrant People Focussed Local Centres**

Vibrant local centres are underpinned by people focused streets. People focused streets are welcoming, safe and provide opportunities to dwell. To achieve this, it is important that the streets supporting local centres are designed for people. This Strategy aims to enhance the Town's local centres by making them more people friendly. To achieve this, the transport network must prioritise pedestrians through the provision of wider footpaths, shared spaces, prioritisation at intersections and the provision of shelter and shading.

**HC.2 – Resilient and Prosperous Local Economy**

The transport network plays an important role in the resilience and prosperity of the Town's local economy. Multi-modal transport accessibility to the Town's local businesses is vital in facilitating equitable access for the whole community. The community seek convenient and safe access to key destinations and the assurance there is a safe, nearby location to park their bike, car or other mode of transport. In addition to this, there is a direct link between local economic prosperity and the safety and convenience of walking. The presence of a sustainable, safe and integrated transport network which connects people to the Town's key destinations also attracts additional businesses owners to the Town which adds to the diversity of local business and stimulates the local economy.

**HC.3 – Road Safety for All Users**

This Strategy aims to assist in achieving WA's Driving Change – Road Safety Strategy for Western Australia 2020–2030. Safety of the transport network was a key theme in the community consultation outcomes, with respondents requesting safer road, cycling and public transport networks. Specifically relating to cycling, community engagement undertaken for the Town's Joint Bike Plan found the lack of cycling infrastructure and the presence of high traffic volumes and speeds was a key concern to cycling within the Town. This Strategy aims to improve road safety for all road users through a number of initiatives aimed at improving the provision of a safe, integrated cycling network, prioritisation of pedestrians at key locations and improvements at key safety hotspots for vehicles.

**HC.4 – Encourage Mode Shift**

Currently the most common mode of transport for the Town's community is via private vehicle. According to the Town's draft Climate Emergency Plan, transport emissions account for 34% of the average Australian family's greenhouse gas emissions. A mode shift away from private vehicles will not only aid in achieving the objectives of the Climate Emergency Plan but also deliver social, economic and health benefits to the Town.

**HC.5 – A greener Town of Victoria Park**

The transport network plays a vital role in promoting a greener Town. A greener Town will encourage a greater uptake of walking and cycling and foster more enjoyable journeys. This will in turn encourage a greater mode shift which will contribute to the reduction in noise and air pollution. This objective is supported by a range of initiatives which aim to create improved streetscapes within the Town, making walking more enjoyable and aiding in achieving the objectives in the Town's Urban Forrest Strategy.




### 1.2.2 An Accessible Town

A transport network that is designed to support the safe and efficient movement of people is vital. While there is emphasis on supporting a mode shift from private vehicle usage to more sustainable modes, including walking, cycling and public transport, the Town recognises that for some residents, private vehicle is essential to how they access the Town's services, with no other choice. By supporting development of a 15-minute town, this Strategy aims to better connect the Town's residents with its services irrespective of mode.

**A.1 – Support a 15-Minute Town**

Through effective design and management of the transport network, the Town is seeking to connect its residents to key services, in alignment with the guiding principle of 'a 15-minute town'. This recognises that the Town has a lot to offer within its immediate locality. By actively promoting and making it easy for residents to undertake localised trips, this has the benefit of supporting the Town's local economy.

**A.2 – Connecting People to places**

A good transport network is designed to connect people to key destinations. In the case of the Town, its location as a vibrant, inner city Local Government area, results in various places of interest, both immediately within the localised catchment as well the wider surrounding area. The transport network plays an important role in facilitating access to, and enjoyment of, these key services and places of interest. Accordingly, this Strategy aims to facilitate improved connectivity within and throughout the Town for all modes.

**A.3 – A Balanced Network**

The Town recognises that not all people have equal access to all modes of transport. Through this Strategy, the Town is seeking to encourage active and public transport modes for people and trips where it is a genuine option, however, without excluding those where it is not. As such, through applying a Movement and Place lens, the Town has taken a proactive approach in defining the existing and desired form and function of its streets. This approach recognises that not all modes can have equal priority on every street due to space constraints. However, applies careful consideration to the movement and place function of each individual street, so that it can be designed and managed accordingly.

**A.4 – Cycling Infrastructure for all ages and Abilities**

The benefits of cycling as a mode of transport are widely cited, however, when it comes to promoting greater uptake, a number of common themes can be observed when considering the barriers to cycling. Broadly, these issues include safety, connectivity and quality. Thus, in order to propel any real shift in mode share from car-based travel to active modes, the transport network has a critical role in supporting this change. This Strategy aims to encourage implementation of cycling infrastructure and supporting initiatives which enables people of ages and abilities to feel comfortable cycling in around the Town.




### 1.2.3 A Liveable Town

The Town is a vibrant place with several key attractors and diverse service offerings. This includes major education and employment hubs such as Curtin University and the South Metropolitan College of TAFE, as well as retail, food, beverage and entertainment venues. As such, a good transport network is a necessity, in order to connect residents to these destinations so that they can be enjoyed and accessed by all.

**L.1 – Inclusive for all**

The diversity of the Town's places, in conjunction with the diversity of the Town's residents, means that each trip purpose will be unique, be it for work, school, exercising, shopping, socialising or other. So that all residents can get maximum enjoyment from these places, this Strategy aims to support the delivery of a safe transport network which is highly accessible, and therefore, inclusive for all.

**L.2 – Considered Approach to New technology**

New technology presents an opportunity to enhance the existing transport network. New technology such as micro-mobility modes are becoming increasingly attractive as alternative transport modes as they provide a light weight, fast, and cost-effective way to undertake short trips. In addition to this, new micro-mobility modes provide good alternatives for first and last-mile freight deliveries. However, without a considered approach to new transport technologies, alternative transport modes such as walking, and cycling may be compromised. Other new technologies such as autonomous vehicles and shared micro mobility transport schemes may become possible in the near future. This objective aims to ensure the Town has a considered approach to new technology to ensure the potential benefits are maximised and possible drawbacks are managed.

**L.3 – Sustainable Modes Are the First Choice**

Effecting a mode shift away from predominantly car-based travel to sustainable modes requires careful and considerate design of the transport network. This Strategy aims to support streets that are user-focused, acknowledging that people will be drawn to travel options where they feel safe and that are considered convenient. As an example, this could include initiatives such as installing dedicated, high quality infrastructure for pedestrians and cyclists along primary routes, designing streets to slow vehicles down, planting trees to provide shade and enhance the overall urban environment. It is through such changes; the Town can work towards encouraging sustainable modes as the first choice for residents.

**L.4 – Work with Partners and Community to Achieve Transport Outcomes**

The Town is committed to achieving the vision of this Strategy; however, we are required to work in close collaboration with key partners and the community to do so. With various components of the transport network owned, managed and operated by other agencies the Town acknowledges the importance in working in close collaboration to achieve the best outcomes. The community play a vital role in achieving the transport comes of this Strategy. The Town is committed to working with the community to ensure the transport network reflects community needs and preferences.

# 2 Implementation

This section outlines the key sub-programs, that combined form the overall Transport Strategy program and deliver on the objectives of the three themes. The role the initiatives withing the sub-programs have in contributing to the three themes and supporting objectives has been assessed on a three-point scale (low, medium and high) and this is displayed in the table.

The sub-programs and their initiatives have been identified through consideration of the various analysis, investigation and community engagement undertaken in developing this Strategy, as well as the Town's existing planning framework.

The identified list of sub-programs that the Town is responsible for delivering is shown in Table 1 below.

**Table 1: Transport Strategy Program (broken into sub-programs) and supporting existing programs.**

| INITIATIVE | REASONING |
|---|---|
| **Skinny Streets Sub-Program** | The Skinny Streets program involves narrowing certain local streets to encourage lower vehicles speeds. By reducing their hostility, the town hopes to encourage more walking and cycling on local streets, fostering a healthier and cohesive community. Based on the feedback received during the community consultation process, this program is considered a priority initiative for the Town. |
| **Bike Network Sub-Program** | The community has expressed a desire to fast-track the development of the Town's cycling network. Key bicycle network initiatives which are considered a priority for the Town include:<br>• Completing the Principal Shared Path along the Armadale Railway<br>• Installing protected bike lanes along Berwick Street (providing access to the proposed Causeway Pedestrian and Cyclist Bridge)<br>• Upgrading shared path facilities along Kent Street / Miller Street and Roberts Road (linking Curtin University to Orrong Road)<br>• Undertaking an investigation into improving outcomes for cyclists on Albany Highway between Canning Highway and Welshpool Road.<br>• Providing new/upgraded on-road cycle lanes on Oats Street / Hill View Terrace between Holder Street and Orrong Road.<br>• Upgrading the Hayman Road shared path between Adie Court and Holder Street. |
| **Pedestrian Infrastructure Sub-Program** | High quality pedestrian environments are pivotal to increasing travel by active and sustainable modes of transport. Therefore, this initiative will play a key role in achieving the three themes of this Strategy and is considered a priority for implementation.<br><br>Included in this program is the development and implementation of a Town Wide Wayfinding and this is considered a high priority for the Town. Achieving all three themes of this Strategy, the implementation of a Wayfinding Strategy will improve the legibility, safety and ease of pedestrians and cyclists navigating the Town's network and will in turn increase the attractiveness of these modes of transport. |
| **Streetscape Improvement Plan Sub-Program** | Implementation of the Town's Streetscape Improvement Program will deliver a more inviting, healthy, accessible and liveable Town and is fundamental in achieving the vision of this Strategy. The Streetscape Improvement Program will enhance the Town's sense of place and deliver high quality streetscapes where people want to actively move around and spend time in. The delivery of this program will also help achieve the Town's urban tree canopy coverage target in accordance with the Urban Forest Strategy. |
| **Intersection and Vehicle Safety Sub-Program** | There are major movement corridors that traverse the Town that intersect and can be difficult to navigate for road users and potentially represent a safety risk. These need to be rectified. |
| **Transport Advocacy and Partnership Sub-Program** | Many of the opportunities and challenges that relate to the Transport Strategies can be best met by State Authorities and other entities. It is for this reason that the Transport Strategy has a heavy emphasis on a targeted advocacy and partnership approach. This program includes a range of tasks and focus areas to help the Town direct its advocacy and stakeholder management efforts. |
| **Parking Management Sub-Program** | The Parking Management Plan outlines a range of general and place specific actions that are required to be undertaken over a 10-year period. The Parking Management Program is carefully aligned to the themes of the Transport Strategy. |
| **Transport Modelling & Performance Measurement Sub-Program** | It is important that the Town continues to model and monitor the critical data sets that help inform the work within the programs and as well assess the performance of completed projects. The tasks within this program will help the Town analyse the transport network in addition to the data provided in section 3, 4 and 5 of this Strategy. |
| **Travel Demand Management Sub-Program** | This program is a critical component of the overall Transport Strategy program. It focusses on encouraging a shift in the way people choose to travel in addition to the infrastructure changes the Town may undertake. |

| INITIATIVE | REASONING |
|---|---|
| **Active Transport Education & promotions Sub-Program** | The Transport Strategy will be supported by an ongoing Education and Promotions Sub-Program that encourages active transport modes, promotes the projects and programs of the Transport Strategy and helps to explain some of the complex components of the Transport Strategy and Parking Management Plan. |
| **Other existing programs that interrelate with the vision and themes of the Transport Strategy** | |
| **Vic Park Planning Reform Program** | The Town is undertaking a major overhaul of its planning framework, including the development of a Local Planning Strategy, Local Planning Scheme No.2, A range of Precinct Structure Plans and future strategic Scheme amendments. These changes to the planning framework will directly impact the Transport Network, and in some instances inform its evolution. |
| **Urban Forest Strategy Program** | The Urban Forest Strategy Program is a critical intervention to the green infrastructure of the Town. The UFS delivers sub-programs based around urban-ecosystems, green basins, community planting and most critically and relevant to the Transport Network the Vic Park Leafy Streets program. This program of street tree planting is a fundamental component of active transport and is therefore an important component to this Transport Strategy. |
| **Climate Change Mitigation and Action Program** | Some transportation modes are major contributors to carbon emissions. The Town's draft Climate Emergency Plan outlines tasks that relate to the Towns transport network that are consistent with the themes of the Transport Strategy. |
| **Old Spaces New Places Program** | The Old Spaces New Places program has been established to revitalise a number of "forgotten" spaces around the Town for greater community use and benefit. This initiative will deliver improved place outcomes for several streets, increasing their sense of place and amenity. At present, Project No.3 Albany Highway is of the highest priority. The project involves streetscape and public realm works at the western end of Albany Highway between Mackie and Rushton Streets. |

** likely level of cost in the implementation framework should be considered as a guide, recognising that project costs must be assessed on a case by case basis. They have also been set up as comparable to one another, rather than reflecting a particular amount or range.*

| NO. | INITIATIVE | FURTHER DETAIL | LOCATION | THE TOWN'S ROLE | ABILITY TO ACHIEVE THEME | | | LEVEL OF COMPLEXITY | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | HEALTHY COMMUNITY | ACCESSIBLE TOWN | LIVEABLE TOWN | LEVEL OF STAKEHOLDER INVOLVEMENT REQUIRED | LIKELY TIMEFRAME FOR DELIVERY | LIKELY LEVEL OF COST |
| **SKINNY STREETS SUB-PROGRAM** | | | | | | | | | | |
| 1 | Develop a Skinny Streets Program which focuses on improving safety and attractiveness of local streets for all modes. | Initially the Skinny Streets Program could include a trial in one of the Town's suburbs such as Carlisle or East Victoria Park. Potential treatments could include localised street narrowing, raised intersections, paved intersections, pavement colour/ road painting, bus stop build outs, tree planting, bicycle boulevards, indented parking, road priority changes or highlighted pedestrian crossing points to name a few. A potential methodology for this initiative is outlined below: Step 1: Problem definition (undertake assessment of speeds, volumes, crash history and public perception) Step 2: Develop a street configuration and improvements plan using graphics to illustrate network and neighborhood level improvements Step 3: Implementation of treatments Step 4: Monitoring and evaluation of success | Town Wide | Planning and/or Investigation | **Moderate** | **Moderate** | **High** | **Low** | **Short term** | **$** |
| 2 | Review Stage 1 of the Lathlain Traffic management Plan and consult with the community on the results and review treatments for Stage 2, to be implemented as a Skinny Streets Program. Individual streets to consider LATM on include Weston Street (Carlisle) and Marchamley Street (Lathlain). | | Lathlain and Carlisle | Community Engagement | **Moderate** | **Moderate** | **High** | **Moderate** | **Medium term** | **$$** |
| **INTERSECTIONS AND VEHICLE SAFETY SUB-PROGRAM** | | | | | | | | | | |
| 3 | Deliver safety improvements at key intersections including: – Albany Highway / Welshpool Road – Kent Street / Berwick Street - Manning Road / Waterford Avenue / Kent Street – Canning Highway / Berwick Street | | Various Locations | Planning and/or Investigation | **High** | **Low** | **Moderate** | **Low** | **Short term** | **$** |
| 4 | Investigate and deliver intersection upgrades to the following locations: – Investigate the modification of Cohn Street and Planet Street – McMillan and Albany Highway Intersection Upgrade (redesign) – George Street / Berwick Street / McMillian Street Intersection Upgrades – Berwick Street / Boundary Road / Chapman Road | Safety improvements could include: – Adding auxiliary lanes where space permits – Introducing of parallel walk phases to reduce pedestrian delay – Upgrading refuge islands and/ or cut throughs to improve safety and amenity – Installing countdown timers to increase pedestrian amenity – Upgrading TGSIs to support the vision impaired. This initiative may also involve the consideration of innovative bicycle intersection treatments such as "protected intersections" or "Dutch style roundabouts" in consultation with DoT and MRWA. | Various Locations | Design and/or Construction | **Moderate** | **High** | **Low** | **Moderate** | **Medium term** | **$$$** |

| NO. | INITIATIVE | FURTHER DETAIL | LOCATION | THE TOWN'S ROLE | ABILITY TO ACHIEVE THEME | | | LEVEL OF COMPLEXITY | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | HEALTHY COMMUNITY | ACCESSIBLE TOWN | LIVEABLE TOWN | LEVEL OF STAKEHOLDER INVOLVEMENT REQUIRED | LIKELY TIMEFRAME FOR DELIVERY | LIKELY LEVEL OF COST |
| 5 | Investigate and deliver intersection upgrades to the following locations: – Investigate the modification of Cohn Street and Planet Street – McMillan and Albany Highway Intersection Upgrade (redesign) – George Street / Berwick Street / McMillian Street Intersection Upgrades – Berwick Street / Boundary Road / Chapman Road | The purpose of this initiative is focused primarily on improving pedestrian and safety and amenity rather than vehicular flow. Potential treatments likely to be considered as part of this may include: – Tightening intersection radii to reduce the speeds of turning vehicles – Upgrading footpaths to meet best practice and achieve DDA compliance – Upgrading refuge islands and/or cut throughs to improve ósafety and amenity – Upgrading TGSIs to support the vision impaired | Various Locations | Design and/or Construction | **High** | **Moderate** | **Low** | **Moderate** | **Medium term** | **$$$** |
| **TRANSPORT ADVOCACY AND PARTNERSHIP SUB-PROGRAM** | | | | | | | | | | |
| 6 | Support the assessment of additional river crossings including a road bridge from Summers Street in East Perth to Belmont Park (as per The Belmont Park Structure Plan). | | Burswood Peninsula | Partnership/ Advocacy | **Low** | **High** | **Moderate** | **High** | **Long term** | **$$$** |
| 7 | Advocate to and partner with MRWA to deliver the following intersection upgrades:<br>• Advocate for MRWA to improve the Shepperton and Teddington Road Intersection to better manage vehicles turning into Teddington Road during peak hour.<br>• Advocate for the improvement of the Orrong Road and Roberts Road intersection. – In partnership, investigate potential upgrade to the intersection of Canning Highway and Berwick Street.<br>• Advocate for Black Spot upgrades to the Miller / Shepperton Road intersection.<br>• Work in partnership with MRWA and the City of Canning for upgrades to Welshpool Road.<br>• Work with MRWA to deliver the Mint Street / Shepperton Road intersection safety improvements.<br>• Worth with MRWA to investigate improvements to the Great Eastern Highway / Griffiths Street intersection. | | Various Locations | Partnership/ Advocacy | **Moderate** | **High** | **Low** | **High** | **Long term** | **$$$** |
| 8 | Partner with State Authorities on a potential upgrade to Orrong Road and assess the impact any future design might have on the adjacent community. As part of the Orrong Road Upgrade Project, advocate for direct access to/from Welshpool Industrial Area through the installation of a signalised intersection at Orrong Road / Briggs Street or alternatively at Orrong Road / President Street. As part of the upgrade, the Town should also work with MRWA and the City of Belmont to ensure that high quality cycling infrastructure is provided as part of any future upgrades. | | Carlisle/ Welshpool / Lathlain | Partnership/ Advocacy | **Moderate** | **High** | **Low** | **High** | **Long term** | **$$$** |
| 9 | Conduct investigation in partnership with the State Government to identify actions for the Town in implementing the State Government's Electric Vehicle Charging Strategy. | | Town Wide | Partnership/ Advocacy | **Moderate** | **Moderate** | **High** | **High** | **Medium term** | **$$** |

| NO. | INITIATIVE | FURTHER DETAIL | LOCATION | THE TOWN'S ROLE | ABILITY TO ACHIEVE THEME | | | LEVEL OF COMPLEXITY | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | HEALTHY COMMUNITY | ACCESSIBLE TOWN | LIVEABLE TOWN | LEVEL OF STAKEHOLDER INVOLVEMENT REQUIRED | LIKELY TIMEFRAME FOR DELIVERY | LIKELY LEVEL OF COST |
| 10 | Continue advocating for improved and expanded public transport infrastructure, including the development of a mid-tier public transit system servicing key activity centres within the town. | Actions for the Town include: – Work in partnership with the DoT and PTA to ensure that local traffic management is considered as part of the planning stage for any middle-tier transit system. – Work in partnership with the DoT and PTA to determine the most appropriate location for the mid-tier transit stops based on walking catchments and type of land use. – Advocate for the mid-tier transit system to operate along Albany Highway. – Work with DoT and PTA on the future planning of the mid-tier transit system connection to the Burswood Peninsula. – Investigate options for the provision of park 'n' ride facilities associated with the mid-tier transit system around Curtin University in partnership with stakeholders. | Town Wide | Partnership/ Advocacy | **High** | **High** | **High** | **High** | **Long term** | **$$$** |
| 11 | Advocate to the State Government for the upgrade of Burswood Station. | | Burswood Peninsula | Partnership/ Advocacy | **High** | **High** | **High** | **High** | **Medium term** | **$$$** |
| 12 | Work in partnership with METRONET & PTA to deliver the Level Crossing Removal Program which will see the grade separation of the Mint/Archer Street, Oats Street and Welshpool Road level crossings and the upgrade of Carlisle and Oats Street Stations and revitalisation of the Station precincts. | | Various locations | Partnership/ Advocacy | **High** | **High** | **High** | **High** | **Long term** | **$$$** |
| 13 | Work with the PTA to investigate the expansion of CAT bus services or alternative free bus service into the Town of Victoria Park. | | Town Wide | Partnership/ Advocacy | **Moderate** | **High** | **High** | **Moderate** | **Medium term** | **$$** |
| 14 | Work with the PTA and DoT to review existing public transport routes into, through and around the Town, particularly options for improving east-west connectivity. | | Town Wide | Partnership/ Advocacy | **Moderate** | **High** | **High** | **High** | **Medium term** | **$$** |
| 15 | Support the introduction of a transit corridor between Curtin University and Canning Bridge Station, considering the development of Bentley360 located in the City of Canning. | | Curtin University/ Bentley | Partnership/ Advocacy | **Moderate** | **High** | **High** | **High** | **Long term** | **$$** |
| 16 | Advocate for Perth Stadium Station to transition to a commuter station to support the planned development and population growth on the Burswood Peninsula. | | Burswood Peninsula | Partnership/ Advocacy | **Moderate** | **High** | **High** | **High** | **Medium term** | **$$** |
| 17 | Work in partnership with PTA, DoT and MRWA to investigate improvements to public transport along Canning Highway, including potential bus lanes and potential mid-tier transit (connecting the Town to South Perth and Fremantle). | | Canning Highway | Partnership/ Advocacy | **Moderate** | **High** | **High** | **High** | **Long term** | **$$$** |
| 18 | Advocate to the PTA for a short-range public transport link between Burswood South and Optus Stadium. | | Burswood Peninsula/ Burswood South | Partnership/ Advocacy | **Moderate** | **High** | **High** | **High** | **Medium term** | **$$** |
| 19 | Advocate to the PTA and DoT for the introduction of digital trip and stop information signs and announcements to be provided on the Transperth bus fleet to assist those with visual and hearing impairments. | | Town Wide | Partnership/ Advocacy | **Moderate** | **Moderate** | **High** | **High** | **Medium term** | **$$$** |
| 20 | Work alongside PTA to promote the Transperth app which provides real-time bus tracking information, and investigate installing real-time bus tracking and capacity information in key locations throughout the Town / bus stops with high level of boardings. | Potential locations could include: – Stops located at rail interchanges. – Various locations along Albany Highway (e.g. after Leonard Street and before Duncan Street). – Various locations along Great Eastern Highway (e.g. before Cornwall Street and after Bolton Street). – Shepperton Road (e.g. after Harper Street). | Town Wide | Planning and/or Investigation | **Moderate** | **Moderate** | **High** | **High** | **Medium term** | **$$** |

| NO. | INITIATIVE | FURTHER DETAIL | LOCATION | THE TOWN'S ROLE | ABILITY TO ACHIEVE THEME | | | LEVEL OF COMPLEXITY | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | HEALTHY COMMUNITY | ACCESSIBLE TOWN | LIVEABLE TOWN | LEVEL OF STAKEHOLDER INVOLVEMENT REQUIRED | LIKELY TIMEFRAME FOR DELIVERY | LIKELY LEVEL OF COST |
| 21 | Work with the PTA / DoT around the planning of future ferry stops on the Swan River. If deemed viable, work alongside the State Government in determining appropriate locations for ferry stops on the Peninsula. | As per the Burswood Peninsula Structure Plan options may include McCallum Park, adjacent to Optus Stadium, and east and west side of Belmont Park. | Burswood Peninsula | Partnership/ Advocacy | **Moderate** | **High** | **High** | **High** | **Long term** | **$$$** |
| 22 | Support the Town's night-time economy through advocating to the PTA for expanded bus service hours to/through key destinations within the Town including Albany Highway and Curtin University. | | Various location | Partnership/ Advocacy | **High** | **High** | **High** | **High** | **Short term** | **$$** |
| 23 | Continue to work with METRONET on the precinct planning of Carlisle and Oats Street Stations. | | Various locations | Partnership/ Advocacy | **High** | **High** | **High** | **High** | **Medium term** | **$** |
| 24 | Advocate the PTA to introduce zero-emission bus fleet to help achieve the objectives outlined in the Town's Climate Change Emergency Plan and the States Renewable Hydrogen Strategy and Roadmap. | | Town Wide | Partnership/ Advocacy | **High** | **Moderate** | **High** | **High** | **Long term** | **$$$** |
| 25 | Work with private partners and State Government departments to investigate innovative first and last-mile freight deliveries such as adaptive and responsive parking, kerbside restrictions, and the use of local freight hub collection points. | | Town Wide | Partnership/ Advocacy | **Moderate** | **High** | **High** | **High** | **Long term** | **$$** |
| 26 | Work alongside State Government and the Inner-City Local Government Advocacy Group to investigate the role of micromobility within the Town in providing attractive transport alternatives which are complementary to the existing network. | | Town Wide | Partnership/ Advocacy | **High** | **High** | **High** | **High** | **Short term** | **$$** |
| 27 | Continue to advocate with the Inner-City Advocacy Group for the Transport Portfolio's support for legislative change and policy support for the wider roll out of lower speed limits throughout the Town and neighbouring communities. The Town will support this initiative to reduce speeds in activity centres to 30km/h and residential areas to 40km/h. | | Town Wide | Partnership/ Advocacy | **High** | **High** | **High** | **High** | **Short term** | **$** |
| 28 | Work with MRWA to ensure the Causeway Pedestrian and Cyclist Bridge provides suitable connectivity to McCallum Park foreshore path network (both existing and future configurations). | | Victoria Park | Partnership/ Advocacy | **High** | **High** | **High** | **Moderate** | **Short term** | **$** |
| 29 | Investigate and advocate for improvements to underpasses and overpasses within the Town. Improvements should consider becoming green 'breathing walls' improved lighting and sense of place enhancements. | Locations include:<br>• Shepperton Road overpass (near Mint Street);<br>• Great Eastern Highway overpass (near Streatley Road);<br>• Windan Bridge Underpass;<br>• Shepperton Road Underpass;<br>• Riversdale Road Overpass;<br>• Graham Farmer Freeway Overpass;<br>• Great Eastern Highway / Canning Highway Underpass; and<br>• Shepperton Road and Causeway Bridge underpass.<br>• Eastern abutment of Causeway traffic bridge (BR 0932).<br>• Rutland Avenue Overpass<br>• Kitchener Avenue to Rutland Avenue Overpass<br>• Maple to Newey Street Overpass | Various locations | Partnership/ Advocacy | **Moderate** | **High** | **Moderate** | **Moderate** | **Medium term** | **$$** |
| 30 | Work with Golden Group (Property Developer) and DPLH to ensure a high quality foreshore path network is provided as part of Belmont Racecourse redevelopment (from Windan Bridge to Balbuk Way). | | Burswood Peninsula | Partnership/ Advocacy | **High** | **High** | **High** | **Moderate** | **Short term** | **$** |
| 31 | Work with the PTA to implement recommendations outlined in the Station Access Strategies for Burswood, Victoria Park, Carlisle and Oats Street Stations. | | Station Precincts | Partnership/ Advocacy | **High** | **High** | **High** | **Moderate** | **Medium term** | **$$$** |

| NO. | INITIATIVE | FURTHER DETAIL | LOCATION | THE TOWN'S ROLE | ABILITY TO ACHIEVE THEME | | | LEVEL OF COMPLEXITY | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | HEALTHY COMMUNITY | ACCESSIBLE TOWN | LIVEABLE TOWN | LEVEL OF STAKEHOLDER INVOLVEMENT REQUIRED | LIKELY TIMEFRAME FOR DELIVERY | LIKELY LEVEL OF COST |
| 32 | Work with METRONET and other key government stakeholders to implement the Place Plans for Carlisle and Oats Street Stations. Specifically, the Town should work to ensure the broader active transport network provides connectivity beneath the viaduct being proposed as part of the level crossing removal program. For Carlisle Station this is along Dane/Lion Street (also noted as a Local Street in the LTCN and previously discussed as a potential future Safe Active Street) and ensuring adequate connections and wayfinding from the Mint / Archer Street Town Centre. For Oats Street Station this includes Cohn Street / Milford Street, Somerset / Mercury Street and Oats Street. | | Station Precincts | Partnership/ Advocacy and Design and/or Construction | **High** | **High** | **High** | **High** | **Medium term** | **$$$** |
| 33 | Advocate to MRWA to improve the pedestrian environment and priority at signalised intersections along key corridors. | Locations include:<br>• Miller Street and Albany Highway<br>• Berwick and McMillan Street<br>• Kent and Berwick Street intersection | Various locations | Partnership/ Advocacy | **High** | **Moderate** | **High** | **Moderate** | **Short term** | **$** |
| 34 | Conduct an investigation to identify how transit priority can be facilitated along key movement corridors within the Town (such as Shepperton Road) without further impacting connectivity across the movement corridors. | | Various locations | Partnership/ Advocacy | **High** | **High** | **High** | **High** | **Medium term** | **$$$** |
| 35 | Investigate opportunities for autonomous vehicle trials within the Town of Victoria Park, provided it will contribute to desirable outcomes. | A potential location for such a trial is Curtin University. | Town Wide | Planning and/or Investigation | **Moderate** | **Moderate** | **Moderate** | **High** | **Long term** | **$$** |
| **PARKING MANAGEMENT SUB-PROGRAM** | | | | | | | | | | |
| 36 | Explore innovative and appropriate kerbside management initiatives. | Initiatives could include: – Adoption of an on-street parking use hierarchy which supports provision of taxi / rideshare drop off areas in key locations. – Development of a kerbside prioritisation framework for key locations and activity centers. - Provide rideshare / taxi bays within off-street car parks along / near Albany Highway (such as King George Street) and promote availability using ITS. – Adaptive and responsive parking and kerbside restrictions and use of collection points for first and last mile freight delivery. | Town Wide | Planning and/or Investigation | **Moderate** | **Moderate** | **Moderate** | **Moderate** | **Medium term** | **$$** |
| 37 | Implement Actions from the Parking Management Plan. | Refer to Parking Management Plan | Town Wide | Planning and/or Investigation | **Moderate** | **Moderate** | **Moderate** | **Moderate** | **Medium term** | **$$** |
| **TRANSPORT MODELLING & PERFORMANCE MEASUREMENT SUB-PROGRAM** | | | | | | | | | | |
| 38 | Commission the development of a Town wide mesoscopic traffic model to better assess and manage the likely traffic impacts of proposed developments. | | Town Wide | Planning and/or Investigation | **Low** | **High** | **Moderate** | **Low** | **Medium term** | **$$** |
| 39 | Assess and effectively monitor freight and heavy vehicle access in and out of the Welshpool Industrial Area. | | Welshpool | Planning and/or Investigation | **Moderate** | **Moderate** | **Moderate** | **Moderate** | **Medium term** | **$** |
| 40 | Undertake an audit of walking and cycling infrastructure in the vicinity of all schools within the town. | | Various locations | Planning and/or Investigation | **High** | **High** | **High** | **Moderate** | **Short term** | **$** |
| **TRAVEL DEMAND MANAGEMENT SUB-PROGRAM** | | | | | | | | | | |
| 41 | Implement various Travel Demand Management initiatives into the Town. | Initiatives include: – Continue working with the local community to improve understanding of parking and transport issues. In addition to this, work with the DoT's YourMove department to deliver travel demand management schemes and initiatives as part of the YourMove Schools and Workplaces programs. – Allocating additional resources for cultural and behaviour change strategies aimed at getting more people in the Town utilising active modes of transport. | Town Wide | Delivery of other programs | **High** | **Moderate** | **High** | **High** | **Short term** | **$$** |

| NO. | INITIATIVE | FURTHER DETAIL | LOCATION | THE TOWN'S ROLE | ABILITY TO ACHIEVE THEME | | | LEVEL OF COMPLEXITY | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | HEALTHY COMMUNITY | ACCESSIBLE TOWN | LIVEABLE TOWN | LEVEL OF STAKEHOLDER INVOLVEMENT REQUIRED | LIKELY TIMEFRAME FOR DELIVERY | LIKELY LEVEL OF COST |
| 42 | Work to implement a range of Travel Plan initiatives within the Town. | Initiatives include: – Developing and implementing a Travel Plan for the Council Administration Centre and key council run facilities such as Leisure life, Aqua life and Victoria Park Library. When implemented, monitor the success of the Travel Plan. – Working with DoT to develop guidelines on the preparation of Travel Plans for developers. Until State-wide guidelines are developed the Town should examine the potential to provide incentives to encourage the development and implementation of voluntary travel plans. | Various locations | Delivery of other programs | **High** | **Moderate** | **High** | **High** | **Medium term** | **$$** |
| **ACTIVE TRANSPORT EDUCATION & PROMOTIONS SUB-PROGRAM** | | | | | | | | | | |
| 43 | Continue to plan for "car free" events and street festivals along Albany Highway. | | Albany Highway | Planning and/or Investigation | **High** | **High** | **High** | **High** | **Short term** | **$** |
| 44 | Explore the merits of an Ebike salary sacrifice scheme for ToVP staff and other organisations within the town as well as promote the use of the Town's e-bikes. | | Town Wide | Planning and/or Investigation | **High** | **High** | **Moderate** | **Moderate** | **Short term** | **$** |
| **BIKE NETWORK SUB-PROGRAM** | | | | | | | | | | |
| 45 | Ensure that a comprehensive investigation into improving outcomes for cyclists on Albany Highway between Canning Highway and Welshpool Road is conducted within the Albany Highway Precinct Structure Plan and Public Realm Design project. | | Albany Highway | Planning and/or Investigation | **High** | **High** | **High** | **Low** | **Short term** | **$** |
| 46 | Complete the high-quality primary cycling route parallel to Perth-Armadale Railway in collaboration with DoT, MRWA and PTA / METRONET. | | Various locations | Design and/or Construction | **High** | **High** | **High** | **Moderate** | **Short term** | **$$** |
| 47 | Upgrade shared path facilities along the Kent Street / Miller Street / Roberts Road corridor between Curtin University and Orrong Road. | | Various locations | Design and/or Construction | **High** | **High** | **High** | **Moderate** | **Short term** | **$$** |
| 48 | Develop a design for protected cycling infrastructure along Berwick Street for the whole extent (between Armagh Street and Boundary Road). The Town should also advocate to the DoT for the LTCN Secondary Route to change from Washington Street (between Kent Street and Armagh Street) to Berwick Street. | | Victoria Park | Partnership/ Advocacy | **High** | **High** | **High** | **Moderate** | **Medium term** | **$$** |
| 49 | Provide protected cycling infrastructure along the Oats Street / Hill View Terrace corridor between Holder Street and Orrong Road. | | East Victoria Park / Carlisle | Design and/or Construction | **High** | **High** | **High** | **Moderate** | **Medium term** | **$$$** |
| 50 | Upgrade Hayman Road shared path between Adie Court and Holder Street. | | Curtin University/ Bentley | Design and/or Construction | **High** | **High** | **High** | **Moderate** | **Medium term** | **$$** |

| NO. | INITIATIVE | FURTHER DETAIL | LOCATION | THE TOWN'S ROLE | ABILITY TO ACHIEVE THEME | | | LEVEL OF COMPLEXITY | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | HEALTHY COMMUNITY | ACCESSIBLE TOWN | LIVEABLE TOWN | LEVEL OF STAKEHOLDER INVOLVEMENT REQUIRED | LIKELY TIMEFRAME FOR DELIVERY | LIKELY LEVEL OF COST |
| 51 | Undertake various "quick win" for improvements to the cycling network. | Quick win" cycling initiatives could include new/improved cycle bypass paths through roundabouts and intersections, improved pavement markings and signage and other infrastructure modifications that aim to further enhance existing cycling routes with particular regard to safety, legibility and connectivity. | Various locations | Design and/or Construction | **Moderate** | **High** | **High** | **Moderate** | **Short term** | **$** |
| 52 | Install additional bicycle counting stations at key locations (such as Kent Street, Mint Street / Archer Street, or Hayman Road) to provide a better understanding of demand and inform future investment in cycling infrastructure. | | Various locations | Design and/or Construction | **Moderate** | **High** | **Moderate** | **Low** | **Short term** | **$$** |
| 53 | Explore opportunities for innovative bicycle-related trial projects as identified in CoSP/ToVP joint bike plan. | | Various locations | Planning and/or Investigation | **Moderate** | **High** | **High** | **Moderate** | **Medium term** | **$$** |
| 54 | Investigate implementation of a Safe Active Street along Streatley Road (Gallipoli Street to Great Eastern Highway) and Gallipoli Street. | | Lathlain | Planning and/or Investigation | **High** | **High** | **High** | **Moderate** | **Short term** | **$$** |
| 55 | Investigate the provision of improved cycling infrastructure along Duncan Street (identified as local route in LTCN). | | Victoria Park | Planning and/or Investigation | **High** | **Moderate** | **Moderate** | **Moderate** | **Medium term** | **$$** |
| 56 | Introduce cycle priority signals at key network locations including:<br>• Mint Street / Shepperton Road<br>• Kent Street / Berwick Street<br>• Oats Street / Orrong Road<br>• Hillview Terrace / Berwick Street | | Various locations | Partnership/ Advocacy | **High** | **High** | **Moderate** | **Moderate** | **Medium term** | **$$$** |
| 57 | Extend the existing shared path parallel to Great Eastern Highway to link across Shepperton Road and Albany Highway into Armagh Street. | | Victoria Park | Design and/or Construction | **High** | **High** | **Moderate** | **Moderate** | **Medium term** | **$$** |
| 58 | Improve cycling end-of-trip (EoT) facilities within the Town. | Initiatives include:<br>• Undertake an audit/gap analysis of existing end of trip facilities to help gain a better understanding of bicycle parking supply and demand.<br>• Develop and deliver an annual cycle parking implementation program, prioritising Activity Centres and key local destinations with insufficient provision.<br>• Develop incentives for retro-fitting of EoT facilities and cycle parking within existing buildings / workplaces. | Various locations | Planning and/or Investigation | **High** | **High** | **Moderate** | **Moderate** | **Long term** | **$$$** |
| 59 | Town to advocate for the existing PSP that runs through the Burswood Park and Stadium Precinct to be developed as an Environmental and Active Park Street due to poor pedestrian experience on PSP. | | Burswood Peninsula | Partnership/ Advocacy | **High** | **Moderate** | **Moderate** | **Moderate** | **Short term** | **$** |

| NO. | INITIATIVE | FURTHER DETAIL | LOCATION | THE TOWN'S ROLE | ABILITY TO ACHIEVE THEME | | | LEVEL OF COMPLEXITY | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | HEALTHY COMMUNITY | ACCESSIBLE TOWN | LIVEABLE TOWN | LEVEL OF STAKEHOLDER INVOLVEMENT REQUIRED | LIKELY TIMEFRAME FOR DELIVERY | LIKELY LEVEL OF COST |
| 60 | Deliver a range of improvements to the Town's bicycle network to ensure cycling is an attractive mode of transport for all ages and abilities. | Initiatives include:<br>• Prepare a design to improve bicycle infrastructure on Oats Street (LTCN Secondary Route).<br>• Prepare a design which delivers a separated and safe cycling corridor along Kent Street between Curtin University and Albany Highway.<br>• Prepare a design to improve the cycling environment on Hillview Terrace. – Advocate to stakeholders and/or provide secure bike parking to suit all bike types (including tricycles and electric bikes) at key destinations throughout the Town including Albany Highway, Perth Stadium, Curtin University and various train stations.<br>• Create a direct, convenient and attractive bicycle and pedestrian route through technology park to easily connect people from Curtin University to the East Victoria Park Town Centre. To do so, the Town should work with the State Government to utilise their land for this infrastructure to connect to Westminster or Riverview Road and continue the route through the East Victoria Park Town Centre.<br>• Include Star street as a local cycling route in the LTCN and investigate improvements to connect the Lathlain Town Centre to the Leach Hwy PSP. Specific cycling improvements should be considered at the Roberts/Star intersection. | Various locations Design and/or Construction | | **High** | **High** | **High** | **Moderate** | **Medium term** | **$$$** |
| **PEDESTRIAN INFRASTRUCTURE SUB-PROGRAM** | | | | | | | | | | |
| 61 | Improve wayfinding throughout the Town . | Initiatives include:<br>• Develop a town-wide Wayfinding Strategy (excluding Burswood Peninsula and Curtin University/Bentley).<br>• Develop a wayfinding plan for the Burswood Peninsula<br>• Develop a joint local way finding strategy with CoSP to provide improved awareness and consistency of cycle routes to local destinations (particularly at key intersections). | Town Wide/ Various Locations | Planning and/or Investigation | **High** | **High** | **High** | **Moderate** | **Short term** | **$** |
| 62 | Work to advocate for and deliver the pedestrian infrastructure improvement program. This program includes a range of pedestrian infrastructure improvements at various locations. | Initiatives include:<br>• Partner with stakeholders to upgrade Victoria park Drive between Roger Mackay Drive and Optus Stadium, including pedestrian infrastructure on the western side and improved canopy coverage.<br>• Advocate to stakeholders to upgrade Roger Mackay Drive for an improved shading and safety for pedestrians.<br>• Advocate for the creation of a pedestrian crossing at Taylor Street, Canning Highway and Gloucester Street.<br>• Prepare an options analysis to enhance the Pedestrian Access Way connecting Jarrah Road and Allen Court.<br>• Implement pedestrian infrastructure improvements through Technology Park, including Allen Court and Adie Court. | Various locations | Planning and/ or Investigation and Partnership/ Advocacy | **High** | **High** | **High** | **High** | **Medium term** | **$$$** |
| 63 | Develop Pallitt Street into a Pedestrian Priority Zone which should include footpath realignment, renewal and provision of improved street lighting and street furniture and/or street art. | | Curtin University / Bentley | Planning and/or Investigation | **High** | **High** | **High** | **Moderate** | **Medium term** | **$$** |

| NO. | INITIATIVE | FURTHER DETAIL | LOCATION | THE TOWN'S ROLE | ABILITY TO ACHIEVE THEME | | | LEVEL OF COMPLEXITY | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | HEALTHY COMMUNITY | ACCESSIBLE TOWN | LIVEABLE TOWN | LEVEL OF STAKEHOLDER INVOLVEMENT REQUIRED | LIKELY TIMEFRAME FOR DELIVERY | LIKELY LEVEL OF COST |
| **STREETSCAPE IMPROVEMENT PLAN SUB-PROGRAM** | | | | | | | | | | |
| 64 | Implement upgrades identified in the Burswood Station East Planning Framework. | Initiatives include:<br>• Prepare detailed design for the "Urban Avenue" portions of Goodwood Parade, Stiles Avenue and Griffiths Street in accordance with the concept plan in the Burswood Station East Planning Framework.<br>• Prepare detailed design for the Live/Work Street portions of Goodwood Parade, Stiles Avenue and Riversdale Role.<br>• Prepare a detailed design for Vivian Street and Clause Street. | Burswood Peninsula | Design and/or Construction | **High** | **High** | **High** | **Low** | **Medium term** | **$$$** |
| 65 | Deliver Streetscape Improvement Program to various locations within the Town. | Locations include:<br>• Burswood and Teddington Roads;<br>• Finalise Bishposgate Streetscape improvements;<br>• Prepare Archer Street and Mint Street Streetscape Improvement Detailed Designs;<br>• Duncan Street Streetscape Improvement Plan;<br>• Prepare a Streetscape Improvement Plan for Hayman Road; and<br>• Prepare a Streetscape Improvement Plan to the East Victoria Park local centre along Etwell Street. | Various locations | Planning and/or Investigation | **High** | **High** | **High** | **Low** | **Short term** | **$$** |
| 66 | Conduct an investigation and streetscape improvement plan to portions of Albany Highway to provide greater opportunities to dwell and improve the place significance of these areas. | This should be delivered in key locations along Albany Highway such as the East Victoria Park Centre and Victoria park Centre. | Albany Highway | Planning and/or Investigation | **High** | **Moderate** | **High** | **Low** | **Medium term** | **$$** |
| 67 | Investigate and implement measures to Oats Street, Mint/Archer Street, Burswood Road and Griffiths Street to enable them to become Vibrant Streets which facilitate both high movement and high place. | Improvements should improve the balance of both the movement and place function of these roads. Measures could include protected cycling infrastructure, shared road space, dwelling street space, efficient movement of people via public transport and significant vegetation coverage. | Various locations | Planning and/or Investigation | **High** | **High** | **High** | **Moderate** | **Long term** | **$$$** |
| **EXISTING PROGRAM: OLD SPACES NEW PLACES PROGRAM** | | | | | | | | | | |
| 68 | Deliver progressive upgrades of laneways in key locations under the Old Spaces, New Places program. | Potential locations could include: –<br>• ROW 51<br>• ROW 60<br>• Iceworks Lane<br>• Nurse Lane<br>• ROW 52 | Various locations | Planning and or Investigation, Design and/or Construction | **Moderate** | **Low** | **High** | **Moderate** | **Medium term** | **$$** |
| 69 | Continue to implement and expand the Old Spaces New Places Program. The next project to commence will be the Albany Highway West End (project no. 3). | Potential additional locations for OSNP may include:<br>• Goodwood Parade precinct (gateway to Burswood Station and Crown Perth)<br>• Kent / Street Manning Road precinct (gateway to Waterford Plaza)<br>• Adie Court (interface between Curtin University and aged care precinct)<br>• Oats Street between train station and Albany Highway (St James centre)<br>• Other locations in the vicinity of Albany Highway identified to become 'Streets for People' | Various locations | Planning and or Investigation, Design and/or Construction | **Moderate** | **Moderate** | **High** | **Moderate** | **Short term** | **$$** |

| NO. | INITIATIVE | FURTHER DETAIL | LOCATION | THE TOWN'S ROLE | ABILITY TO ACHIEVE THEME | | | LEVEL OF COMPLEXITY | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | HEALTHY COMMUNITY | ACCESSIBLE TOWN | LIVEABLE TOWN | LEVEL OF STAKEHOLDER INVOLVEMENT REQUIRED | LIKELY TIMEFRAME FOR DELIVERY | LIKELY LEVEL OF COST |
| **EXISTING PROGRAM: VIC PARK PLANNING REFORM PROGRAM** | | | | | | | | | | |
| 70 | Prepare a Victoria Park Town Centre Precinct Plan, East Victoria Park Precinct Plan and a St James Town Centre Precinct Plan centred around Albany Highway. | | Albany Highway | Planning and/or Investigation | **Moderate** | **Moderate** | **High** | **Moderate** | **Short term** | **$$** |
| 71 | Ensure that a comprehensive investigation into improving outcomes for cyclists on Albany Highway between Canning Highway and Welshpool Road is conducted within the Albany Highway Precinct Structure Plan and Public Realm Design project. | | Albany Highway | Planning and/or Investigation | **High** | **High** | **High** | **Low** | **Short term** | **$** |
| **EXISTING PROGRAM: URBAN FOREST STRATEGY PROGRAM** | | | | | | | | | | |
| 72 | Continue working to implement the Town's Urban Forrest Strategy to improve pedestrian environment and amenity. | | Town wide | Delivery of other program | **High** | **Moderate** | **High** | **Moderate** | **Medium term** | **$$** |
| **EXISTING PROGRAM: CLIMATE CHANGE MITIGATION AND ACTION PROGRAM** | | | | | | | | | | |
| 73 | Implement transport-related initiatives in the Climate Change Emergency Plan. | | Town wide | Delivery of other program | **High** | **Moderate** | **High** | **Low** | **Short term** | **$** |

# 3 Introduction

This place-based Transport Strategy (the Strategy) aims to support the Town of Victoria Park (the Town) in achieving the overarching vision of A dynamic place for everyone. To accomplish this, a vision for the Town's transport network has been developed which is:

**To provide an integrated, accessible and sustainable transport network which connects people to places and supports the Town as a liveable inner-city community.**

In addition, the Strategy is underpinned by a series of themes and objectives which will facilitate the Strategy's vision, and more broadly the Town's vision. This Strategy identifies transport opportunities and challenges, sets strategic directions and identifies initiatives to deliver the vision for the Town's transport network.

The Strategy is structured as follows:

- **'Chapter 1: Introduction'** introduces the Strategy including its purpose, role in the planning framework, roles and responsibilities and the process adopted to develop the Strategy.
- **'Chapter 2: About the Town of Victoria Park'** provides an overview of the Town of Victoria Park including the people, the places and the transport network. Chapter 2 also presents the opportunities and challenges pertaining to the Town's transport network which the Strategy seeks to address and leverage on.
- **'Chapter 3: A Vision for the Town of Victoria Park'** outlines the vision, themes and objectives developed for the Strategy and how the Strategy supports these.
- **'Chapter 4: Implementation Plan'** presents how the vision and objectives of the Strategy will be achieved, including responsibilities, timing and strategic alignment.

## 3.1 Role in the planning framework

As a Local Government, the Town plays a significant role in managing the operation and delivery of the transport network. In February 2020, the Town's Council resolved to update the existing Transport Strategy (previously named the Integrated Movement and Network Strategy) which was developed in 2013. This Transport Strategy forms a key part of the Town's strategic planning framework and is guided by a series of State and Local policies and strategies. This Strategy outlines the Town's strategic direction for the multi-modal transport network and informs the Town's related decision making and business planning.

### 3.1.1 State Planning Context

At the State level, a number of key frameworks are in place to guide planning and development for the Perth Metropolitan region. Perth and Peel @3.5 Million is a strategic plan outlining the long-term growth strategy for the Perth and Peel regions over the next 30 years. The plan is supported by a suite of land use planning and infrastructure frameworks. Of relevance is the Central Sub-Regional Planning Framework which aims to guide infill growth in the central sub-region, in which the Town of Victoria Park is included.

Within the Central Sub-Regional Planning Framework, a number of areas within the Town are defined as 'activity centres' including the Albany Highway Activity Centre corridor, the Bentley-Curtin area, the area surrounding Burswood Peninsula and Burswood Station, and the area surrounding Oats Street Station. The areas immediately surrounding Victoria Park and Carlisle Stations are assigned 'station precinct' status. Key roads within the Town are classified as 'urban corridor' or 'high frequency public transport' routes, including Albany Highway, Shepperton Road, Oats Street, Berwick Street and Kent Street.

The above designations within the Central Sub-Regional Planning Framework highlight the important role that the transport network within the Town performs in connecting the Town's residents to the broader Perth metropolitan region. Crucially, it also highlights the strategic importance of the Town in connecting the wider population and residents to multiple activity centres, which provide a diverse range of services, including access to major education hubs (Curtin University and the South Metropolitan College of TAFE), employment as well as dining, retail, amenity and entertainment.

With a view to support the development of activity centres, the State Government has developed the draft State Planning Policy (SPP) 4.2 – Activity Centres for Perth and Peel. The SPP's intent is to ensure planning and development adequately considers the distribution, function and broad land use options for activity centres, with the objective of meeting local community needs, and ensuring that the provision of social, economic and environmental benefits is equitable across the State.

### 3.1.2 Local Planning Context

This Strategy has been developed in accordance with the Town's existing planning framework including the Draft Local Planning Strategy (2021), Strategic Community Plan (2017) and Place Plans. The Draft Local Planning Strategy sets the strategic direction of planning and development throughout the Town for the next 10–15 years and guides how the Town will accommodate expected growth as per the State's infill dwelling targets outlined in Perth and Peel @ 3.5 Million. The Town's Strategic Community Plan is the principal planning initiative aimed at reflecting the long-term vision and priorities of the Town's community for the next 20 years. It should be noted that at the time of writing this Strategy the Town is undertaking a review of the existing Strategic Community Plan to set the vision, outcomes and priorities for the Town's community over the next 12 years.

Complementing the Draft Local Planning Strategy and Strategic Community Plan, the Town have developed a suite of Place Plans which outline a collection of 'place-based' action plans, guiding the allocation of funding and resources throughout the Town's neighbourhoods. There are 10 volumes of Place Plans, the first outlining major initiatives of the Town, relevant to all neighbourhoods, and the remaining 8 which are specific to each neighbourhood. Actions relevant to the Town's transport network have been incorporated within this Strategy.

In addition, this Strategy is complementary and consistent with the Town's other strategic plans including the Public Open Space Strategy (2019), Urban Forrest Strategy (2018) and Land Optimisation Strategy (2013). The Town has additional plans relating to the development of the transport network including the Joint Bike Plan with the City of South Perth (2018) and Parking Management Plan (2021). The Bike Plan outlines a 5-year action plan for specific improvements to the cycling environment and network to further investigate and implement. The plan has four implementation categories including infrastructure, trial projects, recreational facilities and behaviour change. The Bike Plan has been included within this Strategy, refer Appendix A. The Parking Management Plan (attached in Appendix B) provides a framework for addressing existing and future issues with regards to parking management throughout the Town, identifying key hotspot areas. The relationship between this Strategy the Parking Management Plan is depicted in Figure 3.1.

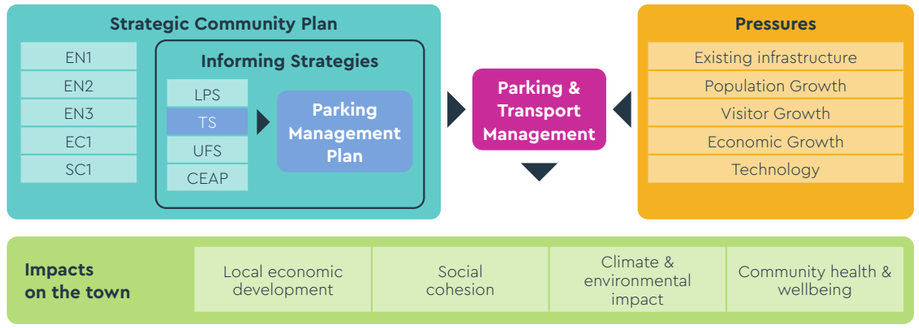



**Figure 3.1:** Relationship between this Transport Strategy and the Parking Management Plan

## 3.2 Roles and responsibilities

### 3.2.1 Town of Victoria Park

The Town of Victoria Park is the first point of contact with the local community and is responsible for balancing the needs of all stakeholders in order to establish a strategic direction. The Town is tasked with developing local transport policies and strategies, such as this document, to guide the management and development of the Town's transport network, and to ensure the network is effectively integrated with local land uses.

The Town is responsible for:

- Maintaining, developing and enhancing the local walking and cycling network, including footpaths, shared paths and crossings, as well as street furniture, trees and lighting
- Maintaining parts of the road network (excluding primary regional roads)
- Managing transport demand, through the implementation of initiatives such as implementing transport behaviour change programs, adjusting the supply and pricing of parking, and modifying street layouts
- Maintaining last-mile access to destinations, such as bus stops, train stations, taxi or rideshare stands, and loading zones
- Advocating to external stakeholders on behalf of the community.

### 3.2.2 Western Australian state Government

The Western Australian State Government plays a vital role in planning for and managing the State's transport network. The Transport Portfolio comprised of the Department of Transport, Public Transport Authority and Main Roads WA work together in guiding the planning and development of the multi-modal transport network throughout Western Australia. Table 3.1 outlines the various authorities the Town works in close partnership with to deliver an integrated transport network.

**Table 3.1:** State Government Responsibilities

| DEPARTMENT | RESPONSIBILITIES | RELEVANT STRATEGIES & PLANS |
|---|---|---|
| **Department of Transport (DoT)** | The DoT is the authority responsible for delivering various transport services including strategic transport planning and policy across an array of public and commercial transport systems that service Western Australia. In addition to this, the DoT coordinates and prioritises transport related infrastructure as well as educates and regulates the transport network to keep Western Australians safe. | • Perth Greater CBD Transport Plan;<br>• Perth and Peel @ 3.5 Million;<br>• Transport @ 3.5 Million;<br>• Central Sub-regional Planning Framework;<br>• Long-Term Cycling Network |
| **Public Transport Authority (PTA)** | The PTA is responsible for the provision, operation and maintenance of all public transport infrastructure throughout Western Australia. Key roles include the long-term planning and service operation of train and bus services throughout the city, disability standard compliance of public transport infrastructure and planning, and construction of major public transport projects throughout the Town.<br><br>The PTA works collaboratively with Local Government authorities and other relevant agencies on the provision of transit supportive infrastructure, including bus priority measures such as on-road bus lanes or signal phasing. | • Perth Greater CBD Transport Plan;<br>• Perth and Peel @ 3.5 Million;<br>• Transport @ 3.5 Million;<br>• Central Sub-regional Planning Framework;<br>• Accessibility policy (2007);<br>• Station Access Strategies; and<br>• Additional internal strategic long-term public transport plans. |
| **METRONET** | METRONET is a State Government department comprised of land use and transport planning experts tasked to deliver the State's most significant public transport projects. One of METRONET's projects is the Level Crossing Removal Project which will see the Mint Street, Oats Street and Welshpool Road level crossings removed from within the Town. | • METRONET Station Precincts Design Guide.<br>• Place Plans for Carlisle and Oats Street Stations; |
| **Main Roads WA (MRWA)** | MRWA is responsible for the planning, construction and management of a safe and efficient main road network throughout Western Australia. The roads within the Town under jurisdiction of MRWA include Shepperton Road, Great Eastern Highway, Graham Farmer Freeway, Canning Highway, Orrong Road and Albany Highway.<br><br>MRWA is also responsible for signalised intersections, bridges, as well as signs and lines on all roads within the Town. | • Central Area Transport Plan;<br>• Perth and Peel @ 3.5 Million;<br>• Transport @ 3.5 Million;<br>• Central Sub-regional Planning Framework; and<br>• Policy for Cycling Infrastructure (2000). |
| **Department of Planning, Lands and Heritage (DPLH)** | The DPLH is responsible for all State level land use and spatial planning, including policy development for land and infrastructure development. The DPLH works closely with the Transport Portfolio to ensure that land use and transport planning are integrated at a State level. | • State Planning Strategy 2050;<br>• Perth and Peel @ 3.5 Million; and<br>• Central Sub-regional Planning Framework. |

### 3.2.3 Key Partners

In addition to the Western Australian State Government agencies, the Town of Victoria Park works closely with several key partners who are essential to achieving the vision of this Strategy. Key partners include:

- **Surrounding Local Government Authorities:** The City of South Perth, City of Canning, City of Belmont, City of Vincent and City of Perth have similar responsibilities to the Town within their jurisdictions. Working collaboratively alongside each Local Government is vital in ensuring the delivery of an integrated and connected transport network which considers the needs of the wider community;
- **Infrastructure WA (IWA):** IWA was established in 2019 with a view to provide expert advice and assistance to the WA Government, to ensure efficient and effective planning and co-ordination throughout the State, on a range of infrastructure matters. Key functions of the agency include addressing the State's infrastructure needs and priorities over the next 20 years through development of a State Infrastructure Strategy, as well as assessing major public infrastructure proposals and facilitating the provision of information and submissions to Infrastructure Australia as required;
- **Western Australian Local Government Association (WALGA):** WALGA is the peak industry body, providing advocacy services on behalf of member Local Governments in Western Australia. WALGA's role is to assist Local Governments by undertaking research and facilitating collaboration around policy development and solutions, to ultimately build service delivery capacity across the Local Government sector;
- **Inner City Group:** Alongside the Cities of South Perth, Perth, Subiaco and Vincent, the Town is part of the Inner City Group with the group's overall objective being "Collaboration to enhance the strategic outcomes of each organisation as innovators in Local Government, creating appealing destinations for local community, industry and investors". Through the group, a Transport and Infrastructure Working Group has been established. This sub-group has been working to develop a road map to advocate for the group's identified issues and projects proposed to be addressed by the State or Federal Government; and
- **Curtin University:** Forming a significant part of the Bentley-Curtin Specialised Activity Centre, Curtin University is one of the Town's key destinations. The University manages the road and path network within the campus grounds and collaborates with the Town and State Government agencies to maintain and improve access to the campus.

## 3.3 Transport Strategy development

This Strategy has been developed using a place-based collaborative approach between the Town, WSP and key stakeholders. This was achieved by drawing upon existing Movement and Place frameworks to conduct a high-level strategic Movement and Place assessment, combined with an assessment of the network based on eight User Mindset profiles, which reflect a sample of the Town's community members. The Movement and Place approach is further discussed in Section 3.3.2 and User Mindset approach discussed in Section 3.3.3.

The Strategy was developed in four phases, as outlined below:

- **Phase 1: Inception & Baseline** included the development of the Community Engagement Plan, initial contextual review and data analysis. Phase 1 also included travelling the routes throughout the Town of Victoria Park.
- **Phase 2: Review & Consult** comprised of work to develop the Town's vision and objectives for the transport network for the next 10 years. This was achieved through a visioning workshop with the Town's project team as well as an online presentation to the Town's Councillors. Phase 2 also included an in-depth review of the Town's existing transport network which entailed a context mapping exercise, analysis of transport related data, review of the outcomes from community engagement as well as conducting a Movement and Place assessment with the Town's project team, to determine the existing and future movement and place function of all streets within the Town.
- **Phase 3: Develop & Assess** involved drawing upon the findings from the previous two phases to identify initiatives for the Town to implement, with a view to achieve the Strategy's vision and objectives.
- **Phase 4: Strategy Finalisation** included a review of community and stakeholder consultation feedback and the development of the final Strategy.

The Strategy was developed collaboratively with Australian Parking Consultants, who were tasked with updating the Town's Parking Management Plan (PMP). This was to ensure a cohesive approach was used to develop the Strategy and PMP, ensuring strategic alignment between the documents as well as the Town's existing planning framework.

### 3.3.1 Community Engagement

Critical to the success of this Strategy is meaningful engagement with the Town's community. To ensure meaningful engagement was achieved, the community were involved in various stages throughout the development of this Strategy. Initially, the community were engaged via the Town's online engagement platform, Your Thoughts. The Your Thoughts page was used to understand current travel behaviour, locations of specific issues and aspirations for the transport network over the next 10 years.

To understand the above, an online survey and interactive mapping tool was advertised for community feedback in March 2021. Together, the survey and interactive map received a total of 66 responses. Outcomes from the community engagement have informed various aspects of this Strategy and are filtered throughout the Strategy.

Phase 4 provides the community an opportunity to comment and/or provide feedback on the draft Strategy.

### 3.3.2 Movement and Place Approach

Movement and Place is a new way of thinking about our streets. Traditionally streets are assessed solely on how well they accommodate the movement of people and goods (movement function). However, a Movement and Place approach recognises that streets not only facilitate the movement of people and goods but are also places in their own right. Acknowledging that streets can be places or destinations where people seek to spend time, this Strategy gives cognisance to the value of assessing the transport network from a Movement and Place perspective. This was achieved through a Movement and Place assessment which determined the existing and future movement and place function of all streets within the Town.

The DoT are currently developing a Movement and Place framework for Western Australia and in the absence of a current local reference, a number of existing frameworks were drawn upon. Considering the current progress and developing nature of the DoT's Movement and Place Framework for Western Australia, it was agreed that drawing upon the existing New South Wales Framework would be most applicable (see Figure 3.2).

To assess the movement and place function of a street, a matrix is employed comprising of various street typologies. A street's movement function is evaluated along the matrix's Y-axis and its place function is evaluated along the X-axis (see Figure 3.2 and Figure 3.3).

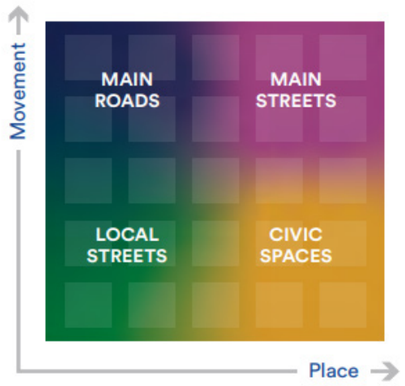



**Figure 3.2:** NSW Movement and Place Matrix




**Figure 3.3:** DoT Draft Preliminary Movement and Place Matrix

A strategic Movement and Place assessment was conducted to inform the development of this Strategy. The assessment involved categorising the Town's streets using four typologies outlined below in Table 3.2. An example of each street typology is provided in Figure 3.4.

**Table 3.2:** Movement and Place Street Typologies

| | |
|---|---|
| **Movement Corridors** | Provide safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities. |
| **Vibrant Streets** | Significant complex places that attract both large numbers of people and move large numbers of people by various modes from all over the region. Vibrant Streets aim to ensure a high quality public realm with a strong focus on supporting businesses, traders and neighbourhood life. |
| **Local Streets** | Provide quiet, safe and desirable residential access for all ages and abilities. Local Streets aim to foster community spirit through facilitating local access. |
| **Streets for People** | Significant places which attract large volumes of people and facilitate pedestrian access and activity. |




**Figure 3.4:** Movement and Place Example Street Typologies

#### 3.3.2.1 *Movement and Place Assessment Methodology*

The Movement and Place assessment included an assessment of the Town's existing and future street networks.

- The **Existing** assessment involved the classification of the Town's existing 'Places', classification of the Town's existing transport network from a place perspective and the classification of the Town's transport network from a movement perspective. These assessments were brought together to develop the Movement and Place classifications for each street within the Town, using the four street typologies described in Table 3.2.
- The **Future** assessment involved the classification of the Town's future 'Places' which was then used to consider the future movement and place street typology of each street within the Town.

### 3.3.3 User Mindset Approach

The ultimate goal of a transport system is to enable people access to places where they can live, work and play. As a result, understanding community needs, pain points and behaviours is imperative when designing future transport solutions. To ensure the Town's transport network is designed with the needs of the community in mind, WSP combined outcomes from the community engagement, feedback from the Town's project team and Australian Bureau of Statistics (ABS) census data to develop eight User Mindsets. This Strategy recognises that each individual has unique travel behaviours and therefore a unique set of needs and pain points. The User Mindset approach aims to ensure the Strategy's initiatives meet the varying needs of the community.

The eight **User Mindsets** were used as a tool in the visioning workshop to ensure the network reflects the many physical, social and emotional factors which influence the way users travel and enjoy places. These mindsets were also used to identify and test initiatives to improve user journeys.

# 4 About the Town of Victoria Park in 2021

## 4.1 The People

To aid in achieving the State's vision of sustainable growth under the Perth and Peel @ 3.5 Million Sub-Regional Planning Framework, the Town's Local Planning Strategy forecasts a population increase from 36,647 in 2016 to 49,913 in 2031, representing a 36% net increase in population. The Town has a significantly higher proportion of residents within the 20–34 and 85+ age groups in comparison to the Greater Perth and the national average 1. However, there is a lower proportion in the 5–19 age group indicating that there is a small school aged population, which is reflective of the relatively high proportion of couples who have no children.

Of the working age residents (aged 15 years and above), 58% work full time and 29% work part time, which is comparable to the Greater Perth and national averages. This compares to 62% full time and 27% part time working residents in 20111 reflecting a trend to a more "casualised" workforce. A high proportion of the Town's residents are employed in arts and recreation services, accommodation and food services and education and training. This is likely attributable to the employment hubs of Optus Stadium, Crown Resorts, Albany Highway and Curtin University being located within the Town. Although there is no significant difference in proportion of the population attending an educational institution, there is a considerably higher percentage of the students enrolled in tertiary education compared to Greater Perth and the national averages. This is likely attributable to Curtin University, South Metropolitan TAFE and Swan TAFE Carlisle being located within the Town.

In 2016, 74% of workers in the Town reported that they commute by car (as a driver or passenger), a slight increase since the 2011 census which reported 72% of people commuting to work via car1. Notably, a high proportion of the Town's residents travel by bus (12%) and train (5%) to work, which is high compared to the Greater Perth average, sitting at 5% and 3% respectively. The Town's public transport travel patterns have remained relatively stable over time, with 13% of residents catching the bus and 5% of residents using the train to access their place of work in 20111. In 2016, only 4% of residents reported commuting to work via walking, while only 3% cycled to work, remaining unchanged from the 2011 census reports.

There is a significantly lower proportion of dwellings in the Town that own more than one motor vehicle (46%) compared to the Greater Perth (60%) and the national (54%) averages. There has been a slight increase across the board, with 43% of residents owning more than one motor vehicle in 2011, 59% across the Greater Perth area and 53% nationally1. Conversely, 9% of dwellings in the Town do not have access to a car, compared to 12% of dwellings in 2011.

## WALKING



**4%**
COMMUTE TO WORK
**VIA WALKING IN THE**
TOWN OF VICTORIA PARK
(ABS 2016)

THIS COMPARES TO
**3%** GREATER PERTH & **4%** ACROSS AUSTRALIA
COMMUTE VIA WALKING
(ABS 2016)

**11%**
OF RESPONDENTS FROM THE COMMUNITY SURVEY **INDICATED THAT WALKING IS THEIR MOST COMMON MODE OF COMMUTE**

**OVER 20%**
OF RESPONDENTS INDICATED THAT THEY **WALKED DAILY**
& **NEARLY 25%** WALKED **AT LEAST ONCE A WEEK**

## CYCLING



**3%**
COMMUTE TO WORK
**VIA CYCLING IN THE**
TOWN OF VICTORIA PARK
(ABS 2016)

THIS COMPARES TO
**1%** GREATER PERTH & ACROSS AUSTRALIA
COMMUTE VIA CYCLING
(ABS 2016)

**19%**
OF RESPONDENTS FROM THE COMMUNITY SURVEY **INDICATED THAT CYCLING IS THEIR MOST COMMON MODE OF COMMUTE**

**8%**
OF RESPONDENTS INDICATED THAT THEY **CYCLED DAILY**
& **8%** CYCLED **AT LEAST ONCE A WEEK**

## BUS



**12%**
COMMUTE TO WORK
**VIA BUS IN THE**
TOWN OF VICTORIA PARK
(ABS 2016)

THIS COMPARES TO
**5%** GREATER PERTH & **4%** ACROSS AUSTRALIA
COMMUTE VIA BUS
(ABS 2016)

**16%**
OF RESPONDENTS FROM THE COMMUNITY SURVEY **INDICATED THAT TAKING THE BUS IS THEIR MOST COMMON MODE OF COMMUTE**

**7%**
OF RESPONDENTS INDICATED THAT THEY **TOOK THE BUS DAILY,**
& **15%** TOOK THE BUS **AT LEAST ONCE A WEEK**

## TRAIN



**5%**
COMMUTE TO WORK
**VIA TRAIN IN THE**
TOWN OF VICTORIA PARK
(ABS 2016)

THIS COMPARES TO
**3%** GREATER PERTH & **6%** ACROSS AUSTRALIA
COMMUTE VIA TRAIN
(ABS 2016)

**2%**
OF RESPONDENTS FROM THE COMMUNITY SURVEY **INDICATED THAT TAKING THE TRAIN IS THEIR MOST COMMON MODE OF COMMUTE**

**2%**
OF RESPONDENTS INDICATED THAT THEY **TOOK THE TRAIN DAILY,**
& **3%** TOOK THE BUS **AT LEAST ONCE A WEEK**

## CAR



**74%**
COMMUTE TO WORK
**VIA CAR IN THE**
TOWN OF VICTORIA PARK
(ABS 2016)

THIS COMPARES TO
**85%** GREATER PERTH & **82%** ACROSS AUSTRALIA
COMMUTE VIA CAR
(ABS 2016)

**52%**
OF RESPONDENTS FROM THE COMMUNITY SURVEY **INDICATED THAT TAKING A PRIVATE VEHICLE IS THEIR MOST USED MODE OF TRANSPORT**

**OVER 25%**
OF RESPONDENTS INDICATED THAT THEY **DROVE A PRIVATE VEHICLE DAILY,**
& **NEARLY 25%** REPORTED DROVE **AT LEAST ONCE A WEEK**

**9%** OF DWELLINGS IN THE TOWN **DON'T HAVE ACCESS** TO A VEHICLE
**COMPARED TO**
**5%** GREATER PERTH & **8%** IN AUSTRALIA
(ABS 2016)

**ONLY 2%**
OF RESPONDENTS INDICATED THAT THEY **TOOK RIDESHARE DAILY,**
**BUT OVER 25%**
DID FORTNIGHTLY

ABS 2016 AND 2011 CENSUS DATA

## 4.2 The Places

One of the primary aims of the transport system is to enable people to access the places they need to live, work and play. The Town of Victoria Park is a vibrant, inner city area, home to a number of distinct neighbourhoods made up of diverse characters, assets, stories, businesses, institutions, environments, open spaces and cultures. The Town have developed a suite of ten Place Plans for each distinct neighbourhood within the Town, which includes an action plan to guide the allocation of funding and resources for each neighbourhood. The nine neighbourhoods are Burswood Peninsula, Burswood South, Lathlain, Carlisle, Welshpool, Victoria Park, East Victoria Park, St James and Curtin University and Bentley (as depicted in Figure 4.1).

The Town is home to various local and state destinations which generate a significant number of transport journeys. Of regional significance, located on the Burswood Peninsula is Perth Stadium which hosts an array of sporting, musical and other events. Also located on the Burswood Peninsula is Crown Perth, a complex containing a number of hotels and entertainment and dining venues. The Curtin University and Bentley neighbourhood is the centre of knowledge and innovation within the Town. In addition to Curtin University, there are two TAFE campuses located in Bentley and Carlisle which also attract people from the broader Perth metropolitan area. Albany Highway forms the Town's core centre and is home to various dining and shopping destinations as well as a number of key community services.

Due to this mix of regional and local places, there are a diverse range of transport journeys to, from and within the Town. When considering location of employment, approximately 20% of Town residents live and work within the Town. In addition to this, approximately 25% of residents work within the City of Perth, leaving just over half the Town's residents with a longer commute.

Due to the mix of places, the Town's transport network is also required to service journeys outside of peak periods to cater for non-commuter trip types and provide access to alternative locations such as places of education, community, health, recreation, culture and shopping. It is acknowledged that travel patterns are likely to have changed since the COVID-19 pandemic due to a significant uptake of people working remotely.

Due to the number of key locations within the Town, a wide array of transport journeys are generated to, from and within the locality. The Town's Local Planning Strategy builds on the State Planning Policy 4.2 Activity Centres and identifies the following activity centres hierarchy within the Town (also depicted in Figure 4.2).

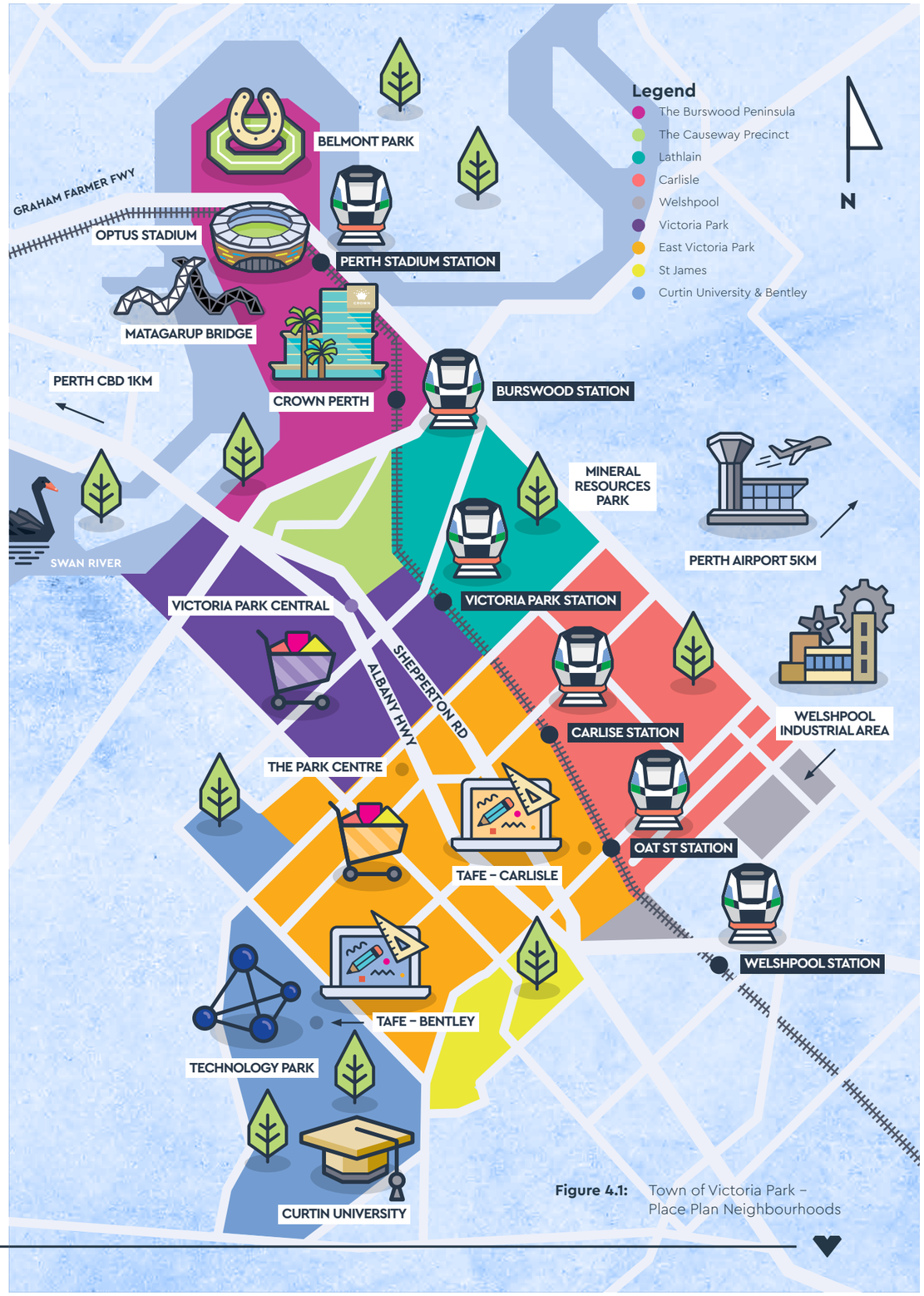



**Figure 4.1:** Town of Victoria Park – Place Plan Neighbourhoods

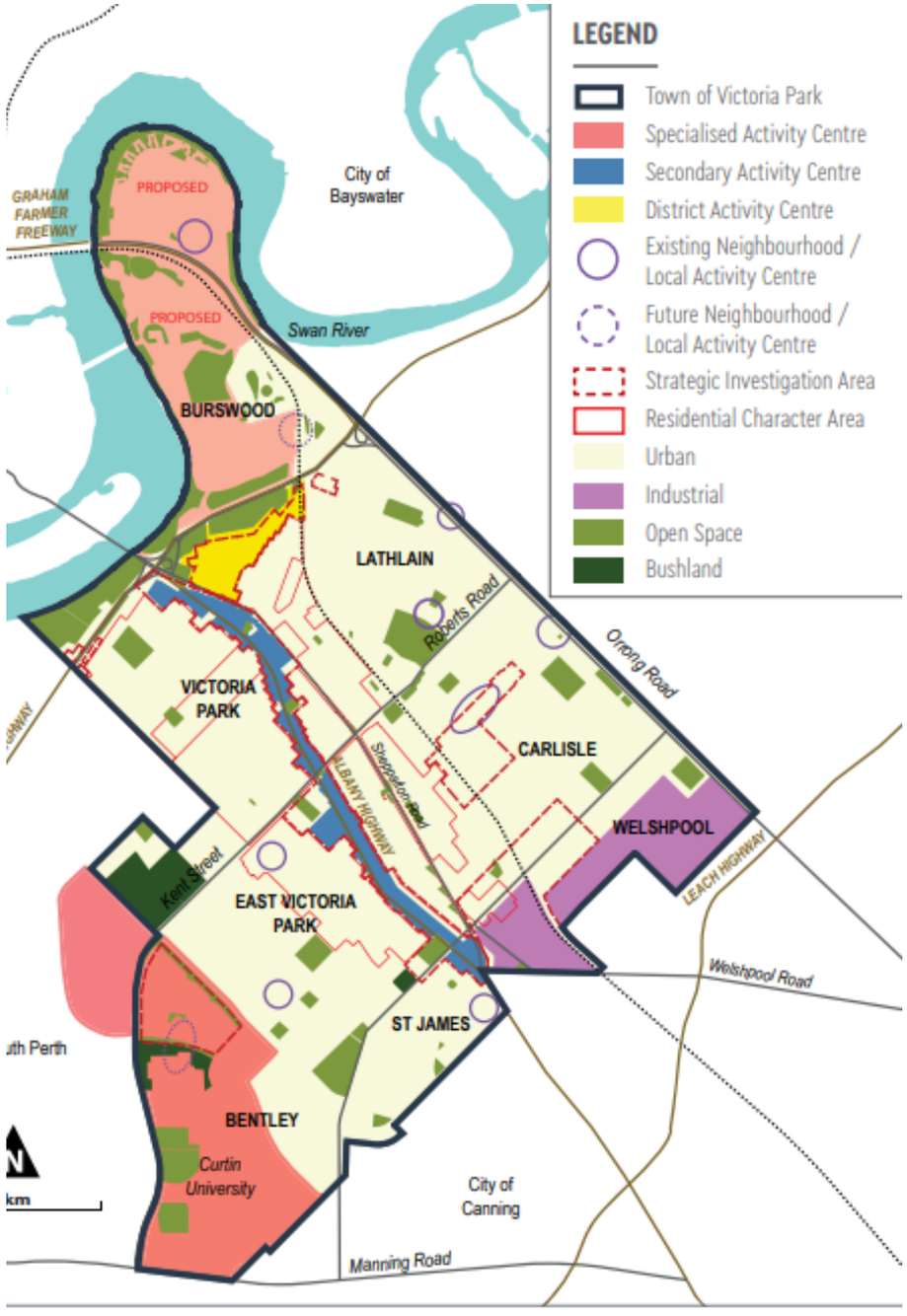



**Figure 4.2:** Draft Local Planning Strategy Activity Centres

## 4.3 The existing Transport Network

The transport network is a critical function of any locality as it enables people to access places and services and facilitates the movement and delivery of goods. The Town recognises the availability of road space is finite, which poses challenges to accommodating all user groups on all roads within the Town. However, through effective management and design of the transport network and well-informed decision making, therein lies an opportunity to influence peoples' choices when it comes to selecting a preferred mode of travel.

The mode of transport most frequently used to travel to work by residents of the Town is car, according to the 2016 ABS Census data. However, encouragingly, the data also reveals that a higher proportion of the Town's residents utilised active and public transport modes to commute to work, when compared to Greater Perth. The Town has identified the desire to build on this, and in line with the objectives of this Strategy the Town is keen to actively work towards shaping a transport network that encourages growth in active and public transport modes.

The following section outlines the Town's existing transport network and relevant transport context by mode.

### 4.3.1 Walking

The Town of Victoria Park contains an extensive network of footpaths and pedestrian facilities, which is primarily under the responsibility of the Town. The Town's street network is primarily a grid system which creates a walkable and navigable street environment. This network layout in turn encourages development to occur in line with the walkable neighbourhood model. These roads play a key role in defining the character of the Town, as they present the opportunity to be utilised for walking and cycling, as well as provide a place function.

Walking is an intrinsic feature of all transit trips, as people walk to access other modes such as buses or trains. The community engagement survey identified that 20% of respondents walk daily, whilst 11% stated walking as their preferred mode of commute. However, according to the 2016 ABS Census, only 4% of residents of the Town chose walking as their preferred mode to travel to work.

There are a number of high-quality recreational paths within the Town, including the Burswood Park Walk along the Swan River foreshore and Crown Perth entertainment complex. These recreational paths connect along the foreshore with neighbouring local governments and attract visitors from the broader Perth region to the Town.

Although many streets within the Town have high quality footpaths on both sides of the road, some streets provide no or substandard footpath infrastructure that create an undesirable walking environment. In addition, there are some areas that lack adequate crossing, weather protection and wayfinding facilities that hinder a person's walking experience. This was demonstrated in the outcomes of the community engagement with almost all comments (~90%) made about current issues and opportunities for the Town related to pedestrian and cycling connectivity, facilities or safety.

There are a number of local attractors and key destinations which encourage residents to access them via walking, including the Albany Highway Activity Centre. Recent pedestrian counts along Albany Highway in 2019 and 2020 in two locations in Victoria Park (adjacent to Kubuki Japanese) and East Victoria Park (adjacent to City Farmers) are presented in Figure 4.3. This data demonstrates higher pedestrian activity in Victoria Park compared to East Victoria Park with a total of 1,207,757 pedestrians in Victoria Park in 2019, and 793,212 pedestrians in East Victoria Park in 2019. Pedestrian activity through 2019 and 2020 has remained relatively stable with the exception of March-May 2020 reduction due to the COVID-19 Pandemic lockdown.

In line with the vision of this plan and the State Government's plan of achieving urban consolidation, the number of walking trips in the Town is forecast to increase significantly by 2031. In 2011, the Department of Planning's STEM model indicates that the number of walking trips originating in the Town will increase by 76% by 2031. This indicates that people living within the Town want to walk, and therefore infrastructure should be provided to facilitate walking as a viable mode of transport.

### 4.3.2 Cycling

The Town developed a joint Bike Plan with the City of South Perth in 2018. The Joint Bike Plan currently sets the long-term vision for the strategic cycling network throughout the Town, in line with the DoT's Long-Term Cycling Network (LTCN) and the State Government's Perth and Peel @ 3.5 Million Transport Plan. The development of the Bike Plan included an assessment of the existing cycling network and significant stakeholder and community engagement. Findings outlined in the Joint Bike Plan have been drawn upon to inform this Strategy including the outcomes of the community engagement. The complete Bike Plan is provided in Appendix A. The Town's existing cycling network is comprised of various types of cycling infrastructure including off-road separated and shared paths, and on-road unprotected bicycle lanes (refer Figure 4.5).

A network of high-quality shared paths exists along sections of the Armadale railway, throughout the Burswood Peninsula and around Curtin University. High quality separated and shared paths are also provided along the Swan River foreshore, serving both commuting and recreational purposes. Additionally, unprotected on-road bicycle lanes are provided along some transport corridors within the Town, including Great Eastern Highway, Oats Street, Roberts Road and Miller Street, however these mainly attract confident cyclists due to the lack of separation from high speed vehicular traffic. There is also a localised footpath network, however these paths are of varying quality and are disjointed in many areas, meaning they do not cater high speed or long-distance cycling journeys. In summary, large portions of the Town's cycling network are lacking in connectedness and separation from traffic, which is thought to be severely hindering cycling uptake.

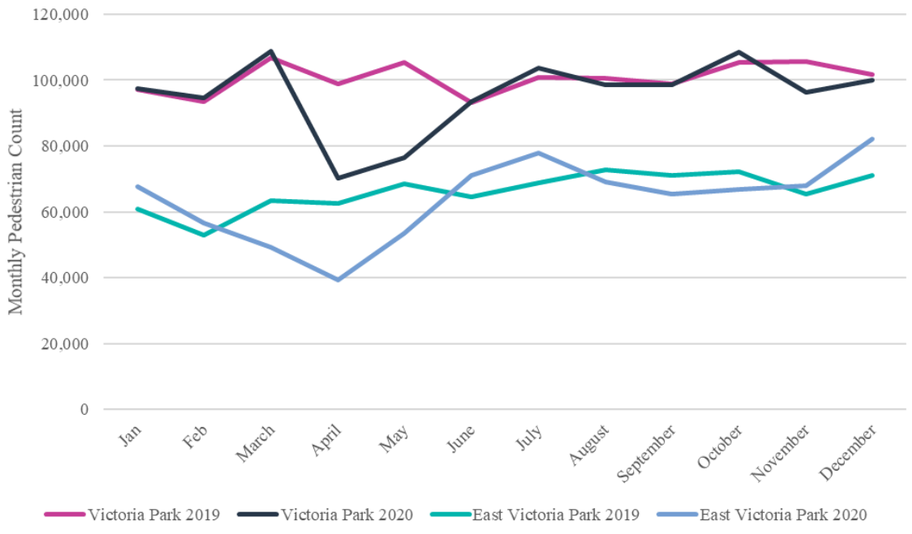



**Figure 4.3:** Albany Highway Pedestrian Counts

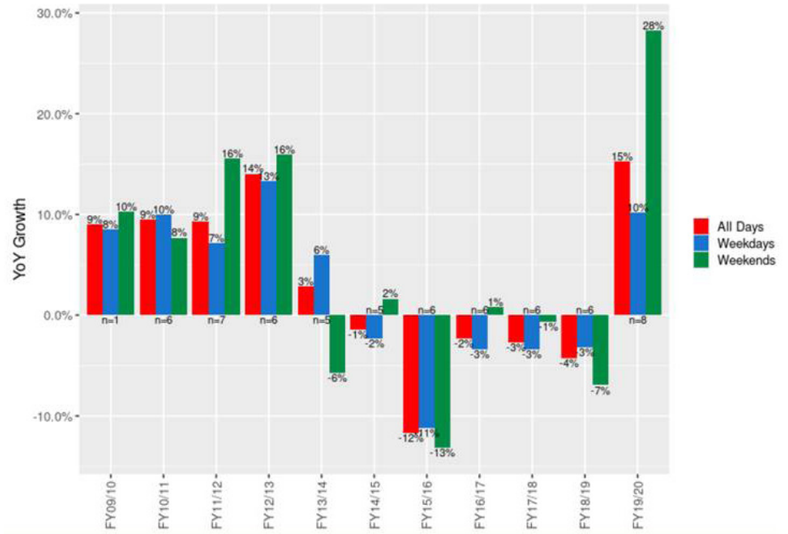



**Figure 4.4:** Perth CBD Bike Counter Trends (Source: Department of Transport)

The immaturity of the Town's cycling network is reflected in the community engagement survey results. 'Lack of safety and connectivity' is cited by the Town's residents as a key deterrent from choosing to cycle, with 90% of respondents raising this as an issue for cycling and walking throughout the Town. The community engagement survey also identifies that only 8% of respondents cycle daily. The 2016 ABS Census data further demonstrates the low levels of cycling uptake in the Town, with only 3% of the Town's residents cycling to work.

To better understand broader trends in cycling, data was obtained from the Department of Transport, collected via 12 permanent counters located at fixed entrance / exit points to the Perth CBD. Figure 4.4 depicts year-on-year trends between the financial years of 2009/10 to 2019/20.

According to Figure 4.4, significant growth in cycling to / from the Perth CBD was observed between 2009/10 to 2012/13. Some decline occurred in 2013/14 and continued through to 2018/19, however, with a sharp reversal of these trends occurring in 2019/20. Further interrogation of the data revealed that although the occurrence of COVID-19 and the corresponding introduction of restrictions resulted in an increase in cycling in early 2020, growth was occurring prior to the introduction of these restrictions.

This uptick in cycling to / from the Perth CBD observed in 2019/20, combined with the fact that 19% of respondents to the community engagement survey stated cycling as their preferred mode of commuting in and around the Town, presents an opportunity to further encourage cycling as a legitimate mode of transport for the Town's residents. Considering the close proximity of the Town to the CBD, and that approximately 43% of residents work within the Town and Perth CBD, there is a significant opportunity to increase cycling's mode share.

As such, this Strategy seeks to complement the initiatives identified in the joint Bike Plan. This Strategy aims to support the development of a safe and legible cycling network, to attract a broad range of people with varying cycling abilities, including those that are less confident, and aims to encourage the Town's residents to view cycling as a favourable and convenient mode of transport in and around the Town.




**Figure 4.5:** Existing Cycling Network

### 4.3.3 Public Transport

Public transport has a fundamental role in connecting the Town of Victoria Park's residents to key locations within the Town as well as to the wider Perth metropolitan area. Good access to public transport is not only essential for residents that may not have access to private transportation, the provision of high-quality public transport can also reduce the reliance on, or the need for, private vehicle usage and ownership. Encouraging greater uptake of public transport and reducing the number of private vehicles in and around the Town allows for better and more efficient use of the road space.

#### Train

The Town is currently serviced by four suburban train stations, these being Burswood, Victoria Park, Carlisle and Oats Street. The Town also has one special event station (Perth Stadium Station). All five stations are located within Zone 1 of the Transperth fare system. Figure 4.6 presents historical and forecasted patronage for the four suburban Stations located within the Town. Between 2015 and 2019, Oats Street, Carlisle and Victoria Park Stations experienced a decline in patronage, while Burswood station experience a slight increase.

Looking forward to 2031, Burswood and Oats Street Stations are forecasted to have the greatest increase in patronage as a result of expected land use intensification on the Burswood Peninsula (a Specialised Activity Centre) and in the Burswood South and Oats Street precincts (District Centres).

As depicted in Figure 4.7 a significant portion of the Town has walkable access to a train station. This presents a significant opportunity for increased train mode share for both commuter and non-commuter trips. It should also be noted that the walkable catchments for Carlisle and Oats Street Station presented in Figure 4.7 are likely to change in the near future with the construction of the Inner Armadale Level Crossing Removal Project (IALXR). This project will see the existing rail elevated on a viaduct structure and the existing Mint/Archer Street, Oats Street and Welshpool Road level crossings removed. The IALXR project will see the reconstruction of Carlisle and Oats Street Stations as well as revitalised station precincts and access infrastructure.

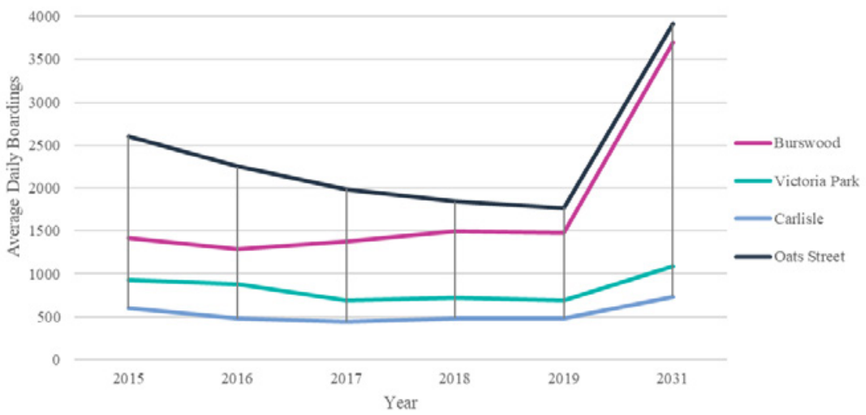



**Figure 4.6:** Historical and forecast train patronage for suburban Stations located within the Town (source: PTA)

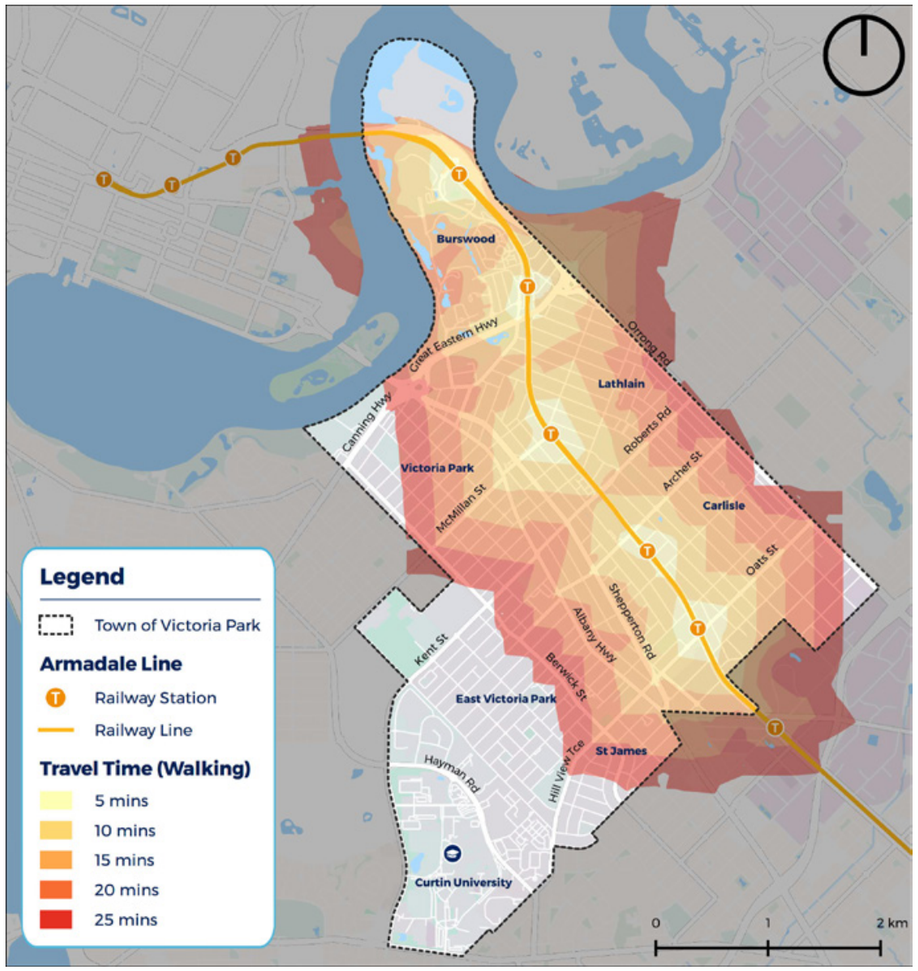



**Figure 4.7:** Station Walkability Catchment

## Bus

The Town of Victoria Park is well serviced by a number of standard and high frequency bus routes with four bus interchanges located within the Town. This includes the Oats Street bus-rail interchange, the Victoria Park Transfer Station and two bus stations located at Curtin University – Curtin University (adjacent to Hayman Road) and Curtin Central bus station). There are currently 30 standard bus routes that run within the Town, supporting trips to, from and within the Town of Victoria Park. Generally, these standard bus routes operate between 6am and 8pm during the week approximately every 20 minutes during weekday peak periods, 45 minutes during weekday off-peak times, and every 30–60 minutes on weekends.

There are 6 high frequency bus routes which operate everyday between 5am and midnight approximately every 5 minutes during weekday peak periods, 10 minutes during weekday off-peak times, and every 15 minutes on weekends. As shown in Figure 4.8, the existing high frequency bus routes run between:

- Route 910: Fremantle Station to Perth Bus Port via Canning Highway
- Route 930: Thornlie Station to Elizabeth Quay Bus Station
- Route 935: Perth Airport T3 And T4 to Perth Station
- Route 960: Curtin University Bus Station to Mirrabooka Bus Station
- Circle Route Services:
- Route 998 Clockwise
- Route 999: Anti-Clockwise.

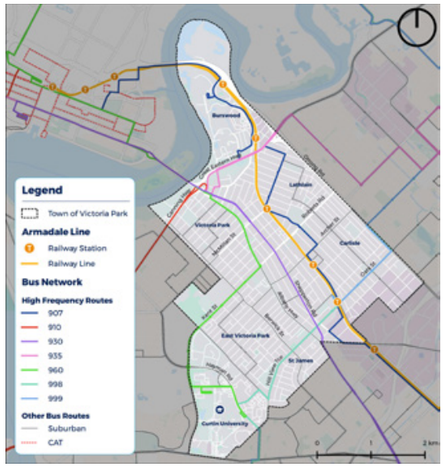



**Figure 4.8:** Bus Network

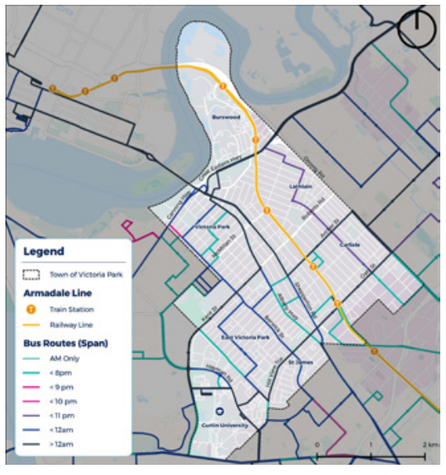



**Figure 4.9:** Bus Span

Public transport access assists in stimulating the Town's night-time economy. Figure 4.9 demonstrates the bus span (time until a bus service operates until) throughout the Town. As demonstrated in Figure 4.9 not all key destinations are serviced by evening bus services, such as the whole portion of Albany highway, Burswood Peninsula and the Town's various local centres such as Lathlain and East Victoria Park.

On an average weekday between 15th February and March 9th, 2021, there were 12,927 bus boardings and 12,951 bus alightings within the Town (provided by Transperth). It should be noted that these numbers may be slightly reduced due to the impact of COVID-19. Bus stop usage is concentrated along key movement corridors within the Town, including Albany Highway, Shepperton Road and Canning Highway. Excluding the stops located at bus interchange stations, the top 5 most utilised stops within the Town are outlined in Table 4.1.

Bus services within the Town also provide a great way to access the train network. Oats Street Station is the only station within the Town which has a formalised bus interchange and each weekday, on average 38% of train passengers boarding at Oats Street Station have accessed the station via bus (equivalent to 665 daily boardings). Burswood Station, Victoria Park Station and Carlisle Station have no formal bus interchange however a number of passengers still access the station via bus. Figure 4.10 demonstrates the percentage of overall train passengers who accessed the station by bus from 2015 – 2019. On an average weekday in 2019, 14% of passengers accessing Burswood Station did so by bus, 2% at Victoria Park Station and 6% at Carlisle Station.

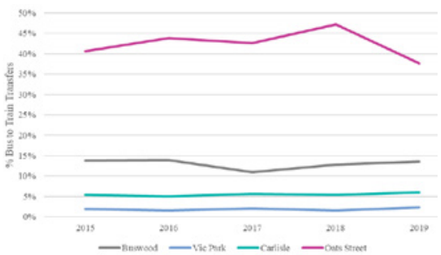



**Figure 4.10:** Bus to Train Boardings at Stations within the Town (source: PTA)

**Table 4.1:** Five most utilised Bus Stops within the Town of Victoria Park

| STOP | AVERAGE DAILY BOARDINGS |
|---|---|
| 11731: Albany Highway after Leonard Street | 221 boardings |
| 11712: Albany Highway before Duncan Street | 187 boardings |
| 11726: Albany Highway after Mint Street | 144 boardings |
| 14453: Great Eastern Highway before Cornwall Street | 127 boardings |
| 10145: Shepperton Road after Harper Street | 121 boardings |

### 4.3.4 Road Safety

The road network of the Town of Victoria Park is largely reflective of a grid type street network that provides a high level of vehicle connectivity between the access and local distributor network and the higher order Distributor A and B roads. The higher order distributor roads generally carry the most traffic, and therefore generally have higher posted speed limits. Albany Highway is a key transport corridor within the Town and has a posted speed of 40km/h which reflects the place-based function and character of this street.

The Western Australian Driving Change – Road Safety Strategy for Western Australia 2020–2030, sets out the State's vision for reducing the number of people killed, severely or seriously injured by 50–70% by 2030. The foundation for this plan is the internationally recognised Safe Systems approach which identifies strategies to improve safety throughout road system. These strategies are not only centred around road network improvements, but also encouraging safer vehicles, safer speeds and safer driver behaviour.

Although the number of road users has increased in the Town over the past 5 years, the number of crashes has declined, as shown below in Figure 4.11. In terms of number of crashes, the Orrong Road / Francisco Place intersection ranks 61 in terms of crash frequency for the Perth Metropolitan Area for the period between 2015–2019. The Town has 73 Blackspot road sections (WA) and 75 Blackspot intersection sites. Over the 2015–2019 period, there was a total of 38 crashes involving a pedestrian, of which 53% occurred at intersections. There was one recorded pedestrian fatality over this period, and 58% of crashes involved hospitalisation.

The top 10 intersections with the highest casualty crash rate in the Town over a 5 year period between 2015–2019 include:

- Orrong Road / Francisco Place
- Orrong Road / Oats Street
- Great Eastern Highway / Graham Farmer Freeway
- Canning Highway / Berwick Street
- Albany Highway / Welshpool Road
- Orrong Road / Alexander Road
- Kent Street / Berwick Street
- Albany Highway / Mint Street
- Roberts Road / Orrong Road
- Manning Road / Waterford Avenue / Kent Street

Figure 4.12 provides a heatmap of crashes within the Town over a 5 year period between 2015–2019.

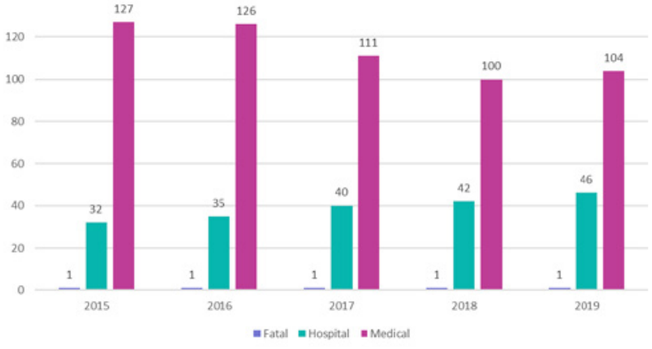



**Figure 4.11:** Number of Crashes within the Town between 2015–2019

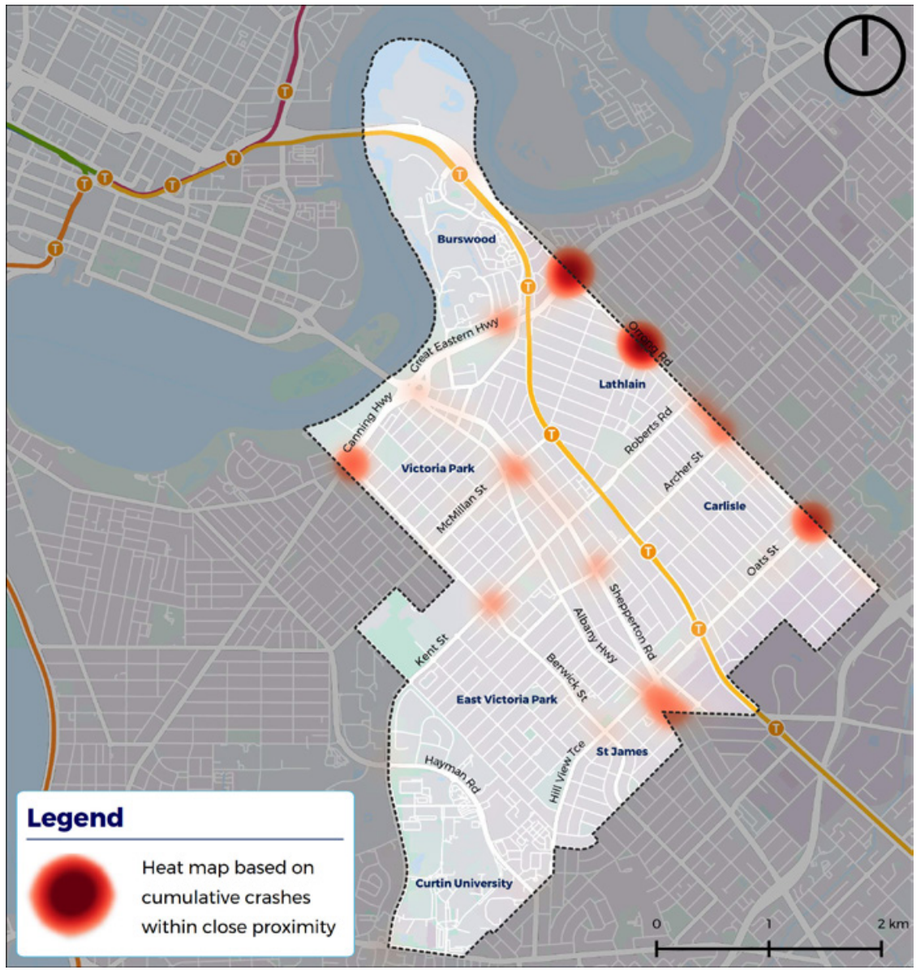



**Figure 4.12:** Heatmap of crashes within the Town of Victoria Park (between 2015–2019).

### 4.3.5 Private Vehicles

The road network within the Town of Victoria Park plays a key role in the movement of traffic around the wider Perth area, due to its strategic location. The Town's road hierarchy is depicted in Figure 4.13 and speed limits is outlined in Figure 4.14. The Town is served by a number of Primary Distributors which have a primarily movement function. The main arterial roads that move people to, from and within the Town include Shepperton Road which provides a transport link to the CBD and Albany Highway, Great Eastern Highway and Orrong Road which provide a connection to Perth Airport, and Canning Highway which links Albany Highway to Fremantle.

Albany Highway is a District Distributor road that runs north-south through the Town. Albany Highway not only provides an essential transport link for private vehicles, it is also a high frequency bus route and the town centre for the Town attracting both local residents and visitors from other parts of Perth. Key local connectors within the Town include Kent Street, Berwick Street and Hayman Road. The majority of the roads within the Town are residential access roads and laneways. The network is largely reflective of a grid system, which generates efficient vehicle movements and promotes walkability.

There are also a number of ongoing future road network plans that aim to improve safety for all road users. The Orrong Road Planning Study is centred around improving this corridor's function as a transport and freight corridor, as well as improving travel times. Whereas, the Archer and Mint Street Upgrade Design Project is centred around making this street more people focused and activating the transit-oriented development within Carlisle. The IALXR will see the removal of eight level crossings along the inner section of the Armadale Line. Removing these level crossings will improve road safety, ease movements in the area, modernise stations and create versatile public spaces for the community.

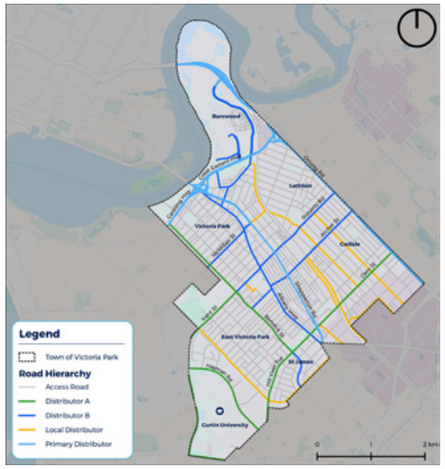



**Figure 4.13:** Road Hierarchy

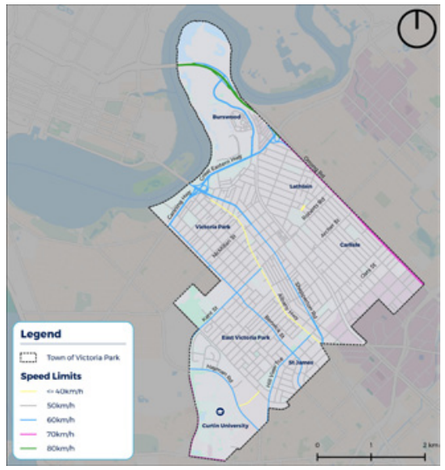



**Figure 4.14:** Speed Limits

The 2016 ABS Census indicates that commuting by car as a driver or passenger is the Town's most popular mode of transport (62%), marginally increasing by 1.5% from the 2011 Census. In addition, the number of households owning more than one motor vehicle has increased from 43% in 2011 to 46% in 2016 (ABS 2016). However, this is still low compared to the Greater Perth region whereby 60% of households reported to own more than one vehicle.

Without being managed effectively and consciously, car parking has significant potential implications for the Town's transport network in terms of both Movement and Place. The Town has developed a comprehensive Parking Management Plan which outlines the Town's strategy for parking related decision making and business planning. The Parking Management Plan seeks to respond to the key themes and objectivities identified in this Strategy to ensure that the provision and management of parking does not compromise the Town's ambition of achieving a balanced transport network. The Town's Parking Management Plan can be found in Appendix B of this Strategy.

There are various off-street and on-street parking facilities within the Town. There is also a mix of time-restricted, paid parking and unrestricted bays. The Town has a comprehensive Parking Management Plan that provides a framework for addressing existing and future issues with regards to medium- and long-term parking management within the identified hotspot areas.

### 4.3.6 Accessibility Based Analysis

To understand accessibility to key activity centres within the Town, WSP modelled the Town of Victoria Park's accessibility by foot, cycling and public transport – the Town's prioritised transport modes.

The WSP Customer Connectivity Tool measures active and public access to activity centres, commercial centres, health and education facilities. It does this by determining how far a person can travel by walking, cycling or public transport within a given travel time, including transfers between services and walking time to/from stops or stations.

Traditional public transport metrics that focus on simple measures, like stop coverage and service frequency, do not consider how customers use the transport network in their everyday lives. The Customer Connectivity Tool measures the quality of access that customers have across the whole network, understanding how they get to the places that are important to them.

For the Town's Strategy, the Customer Connectivity Tool was used to understand how many activity centres customers can access across the Town within a 15-minute journey time by walking, cycling and public transport. The activity centres used in this assessment include Albany Highway in Victoria Park (adjacent to Victoria Park Central), Albany Highway in East Victoria Park (adjacent to The Park Centre), Albany Highway in St James (intersection of Alday Street and Albany Highway), Curtin University / Technology Park (intersection of Hayman Road and Kent Street), Burswood Peninsula (Perth Stadium Station), Burswood South (intersection of Burswood Road and Benporath Street).

#### 4.3.6.1 *Walking*

15-minute walking accessibility is focussed on each individual activity centre to demonstrate the extent of the Town which has access to an activity centre. The vast majority of the Town has 15-minute access to at least one activity centre via walking, with the exception of Lathlain and Carlisle (north-east of the railway line) and western portion of St James. The maximum number of activity centres a resident can access in 15-minutes is two, which is the case for members of the community who reside in Victoria Park and East Victoria Park adjacent to Albany Highway.

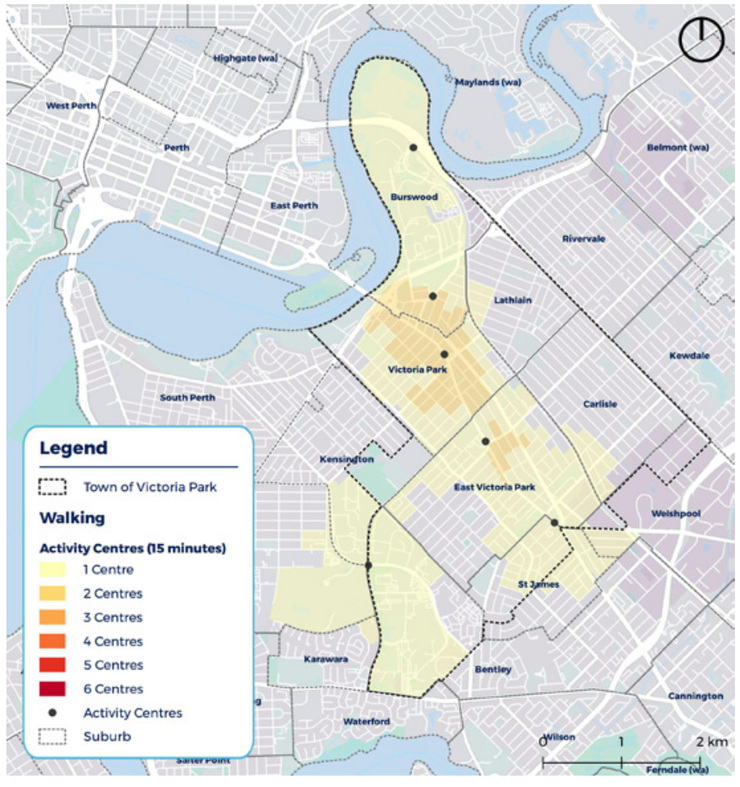



**Figure 4.15:** Access to Activity Centres within 15-minutes by walking

#### 4.3.6.2 *Cycling*

The Town's cycling accessibility is the most expansive pattern compared to public transport which follows rail and bus corridors. The centre of the Town has 15-minute access to all nominated activity centres via bicycle. In addition to this, almost the entire Town (with the exception of the eastern, western and northern corners) have access to three activity centres, with the inner area of the Town having access to the most activity centres. Residents who live to the east and west of Albany Highway have access to five activity centres and a small portion of residents located near the Victoria Park train station have 15-minute cycling access to all identified activity centres within the Town. This shows cycling's untapped cycling potential within the Town.

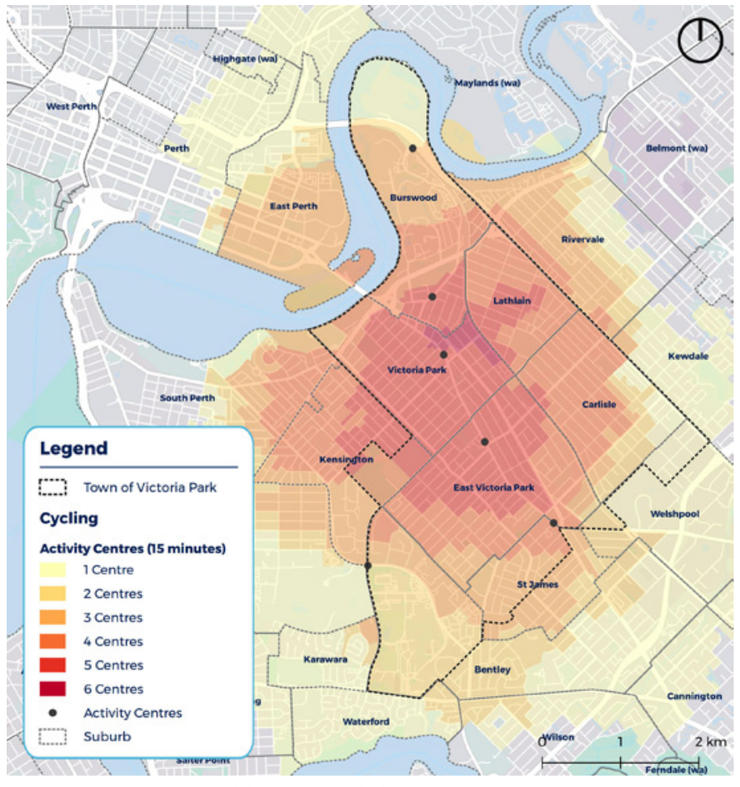



**Figure 4.16:** Access to Activity Centres within 15-minutes by cycling

#### 4.3.6.3 *Public Transport*

The Town is serviced by the Armadale Line and an extensive bus network, which provides a large portion of the Town with access to at least one activity centre in 15-minutes, with the exception of a small portion of Carlisle and a large portion of Lathlain. Residents located to the east of the railway line have the poorest access to activity centres which demonstrates that the existing bus network servicing Carlisle and Lathlain does not provide access to activity centres within the Town of Victoria Park. The central area of the Town including Victoria Park and East Victoria Park is most highly connected to activity centres via public transport with access to four or five activity centres.

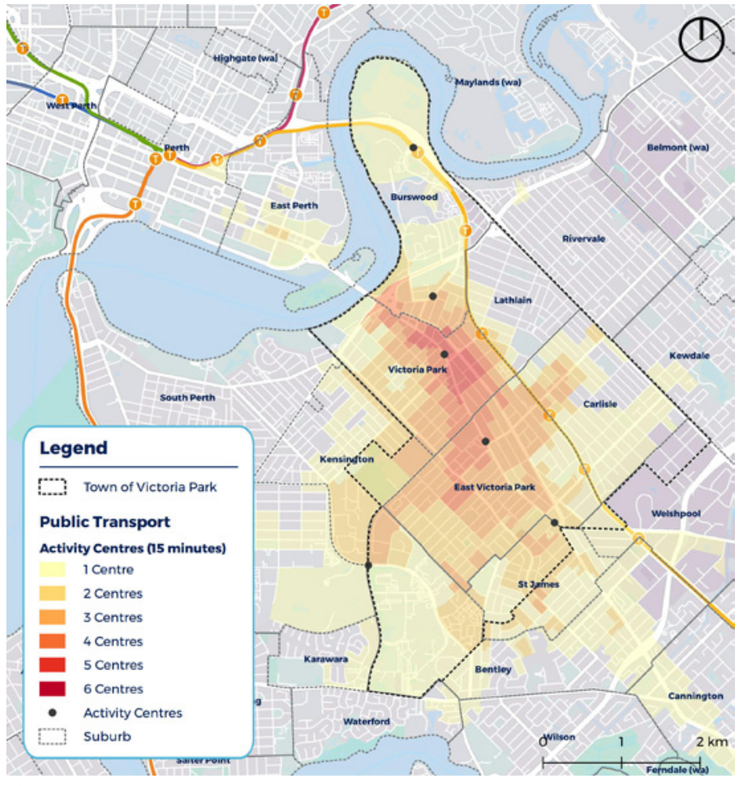



**Figure 4.17:** Access to Activity Centres within 15-minutes by Public Transport

## 4.4 Existing Movement & Place Assessment

To understand how the Town's transport network can better support achieving desired place outcomes, this Strategy used a Movement and Place Framework to map the Town's places and streets for existing and future conditions. The Movement and Place classifications developed in collaboration with the Town's project team are shown in Figure 4.18.

The majority of the streets within the Town are currently classified as 'Local Road' with a low movement and low place function. These streets provide local access throughout the Town, primarily facilitating access to residential areas. Key 'Movement Corridors' within the Town include Orrong Road, Shepperton Road, Canning Highway, Great Eastern Highway, Burswood Road, Victoria Park Drive, Miller Street, Oats Street, Briggs Street, Kent Street, Berwick Street and Hayman Road. The principal role of these streets is to facilitate high levels of movement throughout the Town by all modes of transport. A number of these corridors are classified as Primary Roads (Orrong Road, Great Eastern Highway, Oats Street and Shepperton Road) which play an important role in facilitating regional movement to, from and through the Town. In addition to vehicle movements, a number of these streets facilitate a high number of bus services providing access to key destinations such as Curtin University, Albany Highway, the Perth CBD and Oats Street train station. However, these streets do not present inviting and comfortable environments to attract people to dwell in.

Streets within the Town which demonstrate both a high place and high movement function are identified as 'Vibrant Streets'. Such streets include portions of Archer Street, Basinghall Street and Sussex Street.

The Town is centred around Albany Highway which facilitates a high movement and high place function, thus identified as a 'Vibrant Street'. Albany Highway facilitates high pedestrian, bus and vehicle movements providing a range of access options to the Street. In addition to this, there is a high level of place activity with entertainment, dining and community services located along the street. Conflicts between the high place and high movement functions exist along Albany Highway and require a bespoke planning and design response to balance both functions.

While the adjoining streets to Albany Highway have some high-quality streets, which reflect their place value including Basinghall Street and Sussex Street, others reflect the street typology of a local road. There are opportunities for Albany Highway's adjoining streets to support both the movement and place function of Albany Highway.

Row52, Lathlain Place and a portion of The Circus are currently the Town's only 'Streets for People'. These streets have a high place function which prioritise pedestrians and provide opportunities for the community to dwell and spend time in.




**Figure 4.18:** Existing Movement and Place classifications

## 4.5 User Mindset Assessment

Eight User Mindsets have been developed to assess the Town's existing transport network and its ability to serve user needs. The user's help to generate the type of trips that customers may want to make around, to and from the Town and highlight the extent to which the existing network can be used for these trips.

These User Mindsets were developed considering community engagement findings, feedback from the Town's project team and ABS census data. The User Mindsets were then further refined based on the Strategy's visioning and objective workshop held with the Town.

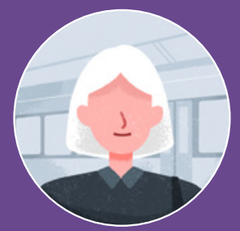
Based on the above, the following User Mindsets were adopted as a representative sample of the Town's community to test the Strategy development:

- Student at Curtin University – Chosen based on the key land use Curtin University, and because 33% of people within the Town of Victoria Park attend an education institution (with around a third of this group attending a tertiary or technical institution).
- Working Professional – Chosen to represent the Town's most common occupation type with 29% of the Town's employed residents being working professionals, compared to 22% for the Greater Perth region.
- Aged care resident – Chosen to represent existing demographics and future shift to an aging population, who have very specific transport network needs. There is a high proportion of aged care facilities located within the Bentley neighbourhood with 21% of the people in Bentley aged 65 years and over. This is compared to 13% for the Town and 14% of the Greater Perth region.
- Academic at Curtin University – Chosen to represent the 2.9% of the Town's employed residents who are employed within the Higher Education industry (and an even higher percentage in St James at 3.5%).
- Parent and part-time hospitality worker – Chosen due to the significant eating and entertainment destinations within the Town as well as the requirement of the network to cater for those commuting to work outside of peak times.
- Construction Worker – Chosen to represent a smaller proportion of employed residents within the Town (13%) compared to the Greater Perth region (16%). However, this Strategy aims to cater for all members of the Town's community as well as those travelling for work within the Town.
- Business Owner – Chosen to represent the various small and local businesses within the Town who contribute to a thriving Town.
- Customer Service Professional – Chosen to represent someone who works from home for a call centre and has a vision impairment to ensure this Strategy is inclusive to all members of the community and their individual travel needs.

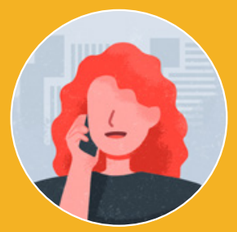
These User Mindsets were profiled as set out in Table 4.2, defining their behaviours, needs/goals and pain points experienced while moving through, to/from and within the Town.

**Table 4.2:** User Mindsets

| PROFILE | BEHAVIOURS | NEEDS/GOALS | PAIN POINTS |
|---|---|---|---|
| <br>**LEIGH**<br>Student at Curtin University<br>*(20–28yo)*<br>***"I'm travelling to Curtin University for my 11am class."*** | • Uses public transport to access Curtin University.<br>• Works part time at Crown Perth. | • Seeks reliable and frequent peak and off-peak bus services as class start and end times vary.<br>• Well-lit bus stop facilities and high-quality supporting path network. | • Infrequent services during off-peak periods, unreliable services during peak periods resulting in being late to class.<br>• Substandard bus stop facilities such as poor lighting and shelter. |
| <br>**CARA**<br>Working Professional<br>*(25–35yo)*<br>***"I travel from Victoria Oark to the CBD for work each day."*** | • A dedicated young professional office worker with no dependents.<br>• Cycles into the CBD on days with good weather.<br>• Uses peak bus or train services to access the CBD when not cycling. | • A safe, direct and well-connected cycle network.<br>• Efficient time competitive public transport services.<br>• Signs assisting with wayfinding on both the cycling and public transport networks. | • Lack of separated cycling infrastructure. |

| PROFILE | BEHAVIOURS | NEEDS/GOALS | PAIN POINTS |
|---|---|---|---|
| <br>**LOIS**<br>Aged Care Resident<br>*(65+yo)*<br>***"I'm travelling to Victoria Park Central at 1pm to do my weekly shop."*** | • Elderly resident who primarily uses local bus services to move around the Town.<br>• Primarily travels within the Town's boundary. | • Convenient and close access to bus stops.<br>• Accessible access and egress to public transport services. | • Unable to find up-to-date travel information, relies heavily on timetables.<br>• Inadequate footpaths and crossing locations. |
| <br>**OSCAR**<br>Academic at Curtin University<br>*(30–45yo)*<br>***"I walk to Curtin University each day for work."*** | • Walks to his work at Curtin university.<br>• Uses public transport to access social events in the evenings and on weekends. | • A safe, intuitive, well connected path network.<br>• Good pedestrian crossing facilities on high trafficked roads. | • Path is connectedness and dangerous crossing points.<br>• High speed road environments and lack of pedestrian priority.<br>• Lack of public transport services and frequency after 8pm. |

| PROFILE | BEHAVIOURS | NEEDS/GOALS | PAIN POINTS |
|---|---|---|---|
| <br>**SOPHIE**<br>Parent & Part Time Hospitality Worker<br>*(30–45yo)*<br>***"I take my children to school before travelling to work."*** | • Works at a local café' on Albany Highway where she travels via car after dropping two children at school.<br>• Due to convenience Sophie uses her car for most trips, no matter the distance, however, likes to walk around her local neighbourhood. | • Available car park at destinations including long term staff bay within the Albany Highway activity centre.<br>• Efficient road network. | • Congested road network.<br>• Difficult to navigate and unsafe roads.<br>• High speeds on local roads causing an unsafe walking environment. |
| <br>**GEORGE**<br>Construction Worker<br>*(20–35yo)*<br>***"I work on various construction sites and need to start work by 7am."*** | • Travels early to construction sites which locations vary around the Greater Perth region.<br>• Uses the bus network to access the Town's entertainment locations on the evenings and weekends. | • Early morning and late at night frequency bus services.<br>• Reliable public transport network.<br>• Intuitive public transport network with easy to understand travel information as destination varies. | • Lack of flexibility of the transport network, usually always having to travel into the CBD.<br>• Lack of night-time bus services to access entertainment destinations. |

| PROFILE | BEHAVIOURS | NEEDS/GOALS | PAIN POINTS |
|---|---|---|---|
| <br>**FIONA**<br>Business Owner<br>*(35–55yo)*<br>***"I'm travelling to Archer Street to my Floristry Business."*** | • Walks to local floristry business.<br>• Flower delivery van parked within the reserved staff parking overnight. | • Convenient cycling and public transport access to the business for the local community.<br>• Bike and car parking nearby to business and staff parking.<br>• Enjoyable walking environment to business. | • Lack of available parking for customers<br>• Long term parking adjacent to business entrance.<br>• Harsh walking environment in the summer months due to lack of shading. |
| <br>**LILY**<br>Customer Service Professional<br>*(30–45yo)*<br>***"I work from home and use public transport to travel around the Town."*** | • Works from home in customer service for a call centre.<br>• Uses public transport to travel around the Town due to a vision impairment. | • Public transport with universal access and auditory cues for stop and location information.<br>• Safe, local walking environment. | • Transparent information about accessing public transport including quality, continuity, topography and availability of ramps.<br>• Inconsistent public transport services and pedestrian access network. |

The typical journey for each User Mindset were mapped to illustrate the ability of the Town's transport network to cater for each User Mindset. The User Mindset journeys shown in  Figure 4.19 and Figure 4.20 showcase the diverse range of journeys within the Town. Findings from the User Mindset assessment have been used to identify challenges and opportunities relating to the Town's transport network and have been integrated within Section 5.4 of this Strategy.



**Leigh** – catches the bus from East Victoria Park to Curtin University



**Cara** – cycles along existing cycling route into the CBD or catches the bus (along Shepperton Rd)



**Lois** – travels to Albany Highway Strip Bentley via bus

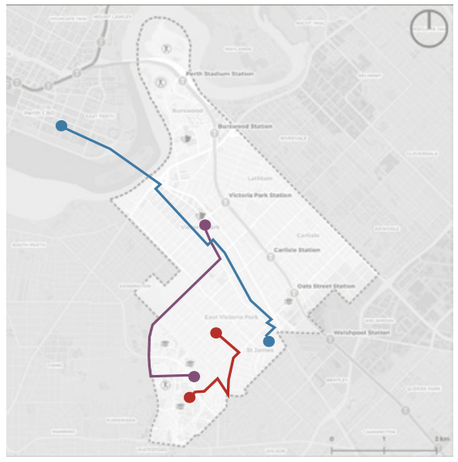



**Figure 4.19:** User Mindset Transport Journey Mapping



**Oscar** – walks to Curtin University for work from St James



**Sophie** – drives to Lathlain Primary school for school drop off from Burswood



**George** – access the Armadale Line to travel to various construction sites, usually via the CBD

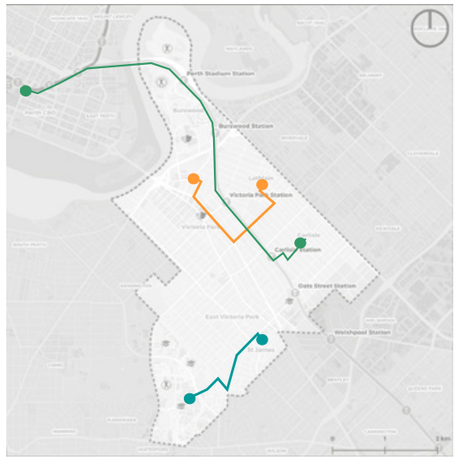



**Figure 4.20:** User Mindset Transport Journey Mapping

# 5 The Future of the Town of Victoria Park

### 5.1.1 Future Aspirations for the Town

One aspect of the community engagement was seeking to understand the community's aspirations for the future transport network. To understand this, the online survey included questions requesting the community to identify what transport network improvements they see as the most important. A significant proportion of comments related to better public transport provisions (cost/availability and network coverage). Improved cycling infrastructure including better on road bike lanes and, off-road cycle paths were also commonly mentioned by respondents. In summary, the key improvements identified by the community included:

- Increased public transport coverage and frequency;
- A safer and better connected cycling network;
- More attractive walking environments with greater tree canopy coverage; and
- The removal of vehicles from key destinations such as Albany Highway.

In addition to this, almost all respondents who noted their most common method of transport was private vehicle, when asked what would improve their transport journey, responded with methods to improve alternative modes (walking, cycling and public transport). This indicates a strong likelihood of mode shift if such things were improved.

In addition to the above findings, respondents of the survey were asked to rank what transport interventions are most important to improving their journey in their local area and within their local activity centre. The outcomes of these questions are provided in Figure 5.1. This demonstrates the order of improvement hierarchy identified by survey respondents and their differing priorities when considering their local area compared to activity centres within the Town.

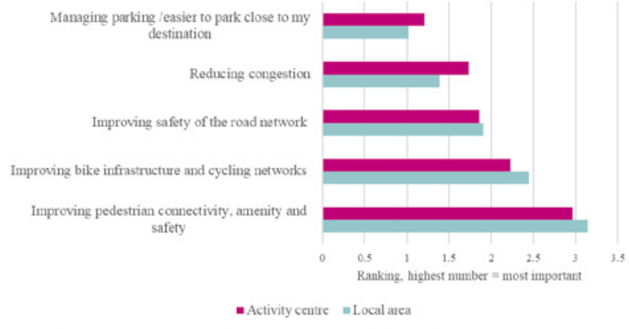



**Figure 5.1:** Community ranked transport improvements within their local area and the Town's activity centres

### 5.1.2 Future Growth

As an inner-city community, the Town will experience a significant amount of growth as Perth nears a population of 3.5 Million by 2050. To appropriately plan for this growth, the Perth and Peel @ 3.5 Million Central Sub-Regional Planning Framework seeks to achieve a greater consolidated urban form. The Town will play a significant role in achieving this vision and is forecasted to accommodate an additional 19,320 dwellings (creating a total of 35,090 dwellings by 2050) and a population increase of 45,510 (creating a total of 77,230 residents by 2050).

After significant engagement with the community, the Town's local planning framework sets out the key locations for this future growth to occur. More specifically, this growth is planned to be situated in identified Specialised, Secondary and District Activity Centres outlined in Section 4.2. In addition to this, the Town has identified a number of Strategic Investigation Areas which may account for some of this growth however these require further investigation and updates to the existing planning framework. In addition to these areas, Forecast.ID estimates a large proportion of this growth is expected to be centred around the Burswood Peninsula and Burswood South activity centres. This area of the Town is expected to experience an increase over 400% for both dwellings and population.

The National Institute of Economic and Industry Research (NIEIR) estimates there are currently 34,844 jobs within the Town as of 2020. The Perth and Peel @ 3.5 Million Central Sub-Regional Framework forecasts an additional 12,340 jobs by 2050 (from 2016) in key activity centres within the Town. The Curtin-Bentley Specialised Activity Centre is expected to provide a total of 23,710 jobs by 2050 (an increase of 9,740 jobs from 13,970 jobs today) and Secondary Activity Centre, Victoria Park is anticipated to provide 6,040 jobs by 2050 (an increase of 2,600 from 3,440 jobs today).

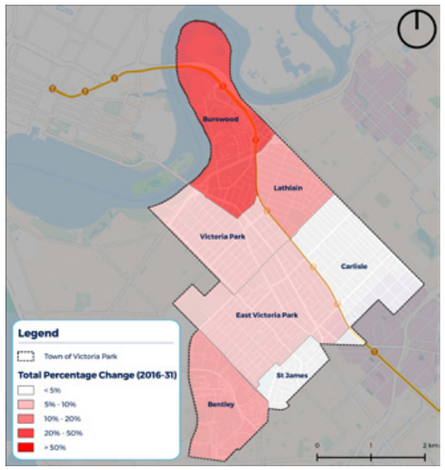



**Figure 5.2:** Estimated Growth in Dwellings (Forecast.ID)

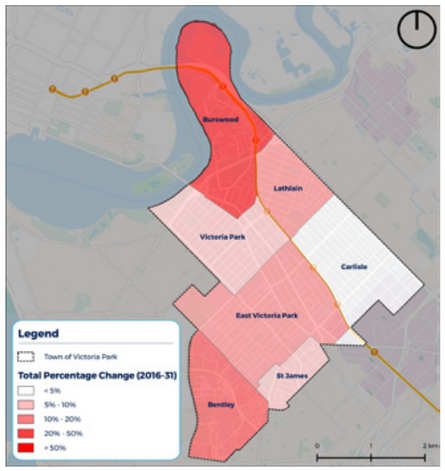



**Figure 5.3:** Estimated Growth in Population (Forecast.ID)

### 5.1.3 The Town of Victoria Park's key projects and Programs

To support the future population and employment growth within the Town there are several significant projects and programs in various stages of planning. These projects and programs will have a transformative impact on the Town and will play a significant role in achieving the vision, themes and objectives of this Strategy. The key planned projects and programs are outlined below:

#### *5.1.3.1 Projects*

**Inner Armadale Level Crossing Removal Project**

METRONET's IALXR will see the removal of six level crossings along the inner section of the Armadale Line. Removing these level crossings will improve road safety, ease movements in the area, modernise stations and create versatile public spaces for the community.

Package 1 includes the Mint Street (adjacent to Carlisle Station) and Oats Street (adjacent to Oats Street Station) level crossings, both of which are located within the Town, as well as Welshpool Road. This project will result in the relocation and reconstruction of Carlisle and Oats Street stations, provide new station access infrastructure and community facilities underneath the viaduct, as well as the closure of Welshpool Station.

**Causeway Pedestrian and Cyclist Bridge**

The Causeway Pedestrian and Cyclist Bridge (CPCB) project involves the provision of a new active transport river crossing linking East Perth to Victoria Park via Heirisson Island. Comprising of two cable stay bridges, the proposed crossing will be located approximately 80–100m downstream of the existing Causeway traffic bridges. The CPCB will improve safety, capacity and connectivity for pedestrians and cyclists over the Swan River, providing a high-quality user experience attracting tourists and encouraging increased levels of cycling and walking.

**Orrong Road Planning Study**

Orrong Road a key road and freight corridor distributing vehicle traffic between the Mitchell Freeway and Graham Farmer Freeway to the north-west and Leach Highway, Roe Highway and Tonkin Highway to the south-east. Orrong Road is currently operating at capacity with 65,000 vehicles per day using the road. Main Roads WA have conducted a planning study which has included the development a concept design which sees the corridor transformed to an expressway built within a significant trench structure. The benefits of this project include improving road safety and travel times, enhancing local connectivity and reducing congestion and noise.

**Archer and Mint Street Upgrade Design Project**

Located adjacent to Carlisle Station, the Archer and Mint Street Upgrade Design Project involves the transformation of the street from car focussed to people focussed. This street upgrade will create a more activated transport-oriented development within Carlisle. This will be achieved with the provision of a protected bike lane, increased canopy coverage and greater pedestrian and cyclist priority at intersections.

**Trackless Tram Consortium**

The Town, alongside the City of Canning, City of Vincent, City of Perth, City of Stirling and Curtin University have formed a consortium advocating for the provision of a trackless tram in Perth. It is envisioned that a trackless tram system in Perth would provide Perth with a mid-tier transit system supporting the city's existing heavy-rail and bus networks. The route is planned to operate between Cannington and Scarborough Beach providing connections within the Town at Curtin University and the Victoria Park Bus Transfer Station.

### Burswood Station Upgrade

It has been identified that Burswood Station will need to be upgraded to accommodate 6 car trains operating at a higher frequency (up to 15 trains per hour) at a future point. Beyond completing an initial planning study, in which the Town of Victoria Park was involved, there has not been any further planning work or updates to timeframes to progress the project into delivery.

The same applies for the Platform and Signalling Upgrade Program (PSUP), with Burswood and Victoria Park Stations both being investigated under the PSUP scope. This is a long-term planning project, with no current timeframes or funding committed to the delivery of physical works.

### Speed Reduction in Activity Centres and Residential Streets

The Town supports the need for slower speeds within residential inner city Perth (40 km/h), with a further reduction to 30km/h within key activity centre areas where there is a concentration of pedestrian activity. Lower speeds in residential and activity centre areas will result in making streets safer for all road users, contributing to more connected communities, reduced greenhouse gas emissions and will have only minor impacts on average travel times.

### Perth Stadium Station function

Perth Stadium Station is currently only serviced by trains during events. In the longer term, as the planned urban development is realised around the Stadium and Belmont Park site, consideration should be given to transitioning Perth Stadium Station from a 'special events' station to an 'all stops' station, to service the growing population around the Station as well as Burswood Peninsula as a key destination.

### Burswood Road Streetscape Improvement Plan

The revitalisation of streets in the Burswood South neighbourhood area will help to realise this area's potential as a major mixed use centre – for commercial, office and apartments – close to the Perth CBD and within easy reach of the Perth International Airport.

The plan will outline concepts for improving landscaping/street trees, public lighting, footpaths and verges, public seating, pedestrian crossing points, location of car bays car bays (on-street), road pavement widths and treatments, bike access and movement and delivering public art. It will include preliminary costs of implementation and recommended stages of work over several years and will make recommendations regarding undergrounding of power.

### Albany Highway Precinct Structure Planning

The Albany Highway Precinct runs through the heart of the Town from Canning Highway to Welshpool Road. In accordance with the Town's Local Planning Strategy, the Town is currently undertaking precinct structure planning for the Albany Highway Precinct to ensure this area can continue to thrive as a vibrant Activity Centre, accommodating residential, business and visitor growth. This project will also see the delivery of a range of public realm and streetscape improvements.




**Figure 5.4:** Inner Armadale level Crossing Removal project Visualisation (Source: Metronet)



**Figure 5.5:** Causeway Pedestrian and Cycling Bridge Impression (Source: Main Roads)



**Figure 5.6:** Orrong Road Planning Study Visualisation (Source: Main Roads)

### 5.1.3.2 *Programs*

#### Old Spaces New Places Program

The Old Spaces New Places (OSNP) is a Town-initiated program the identifies places that can be renewed and upgraded for greater community use and benefit. The Program rejuvenates streets and public spaces to meet the demand for high quality people focused places. With the first OSNP project at IGA laneway already complete, the Town will continue to roll out the program across its commercial precincts. The next project for delivery is located the western end of Albany Highway (between Mackie and Rushton Streets).

#### Vic Park Leafy Streets Program

The Town's Urban Forrest Strategy has set a target for the Town to achieve 20% urban tree canopy coverage while increasing tree diversity, beautifying neighbourhoods and improving urban health. To achieve this, the Town has developed the Vic Park Leafy Streets Program which is an annual initiative run by the Town's Urban Forrest Program. Through the Leafy Streets Program, the Town works alongside the community to identify suitable tree planting locations and select appropriate species to create an urban forest in the Town's local streets.

#### Long Term Cycling Network

The DoT have developed the LTCN in collaboration with local governments which is based on the cycling routes identified in Perth Transport Plan @ 3.5 million. The LTCN has since been refined based on further research, investigation and consultation with key state government agencies and local governments across the Perth and Peel region. The agreed LTCN for the Town is presented in Figure 5.7 and is comprised of a three tier cycling network hierarchy comprising of Primary Routes, Secondary Routes and Local Routes. The function of each route considers the type of activities that take place along the route and the level of existing and potential future demand. A description of each route typologies function is presented in Figure 5.8. Moving forward it is important that future investment in the Town's cycling network is consistent with the LTCN to ensure that cycling routes within the Town connect with those planned in neighbouring local governments.

| | 1. PRIMARY ROUTE | 2. SECONDARY ROUTE | 3. LOCAL ROUTE |
|---|---|---|---|
| Function | Primary routes are high demand corridors that connect major destinations of regional importance. They form the spine of the cycle network and are often located adjacent to major roads, rail corridors, rivers and ocean foreshores. Primary routes are vital to all sorts of bike riding, including medium or long-distance commuting / utility, recreational, training and tourism trips. | Secondary routes have a moderate level of demand, providing connectivity between primary routes and major activity centres such as shopping precincts, industrial areas or major health, education, sporting and civic facilities.<br>Secondary routes support a large proportion of commuting and utility type trips, but are used by all types of bike riders, including children and novice riders. | Local routes experience a lower level of demand than primary and secondary routes, but provide critical access to higher order routes, local amenities and recreational spaces. Predominantly located in local residential areas, local routes often support the start or end of each trip, and as such need to cater for the needs of users of all ages and abilities. |

**Figure 5.7:** LTCN Function

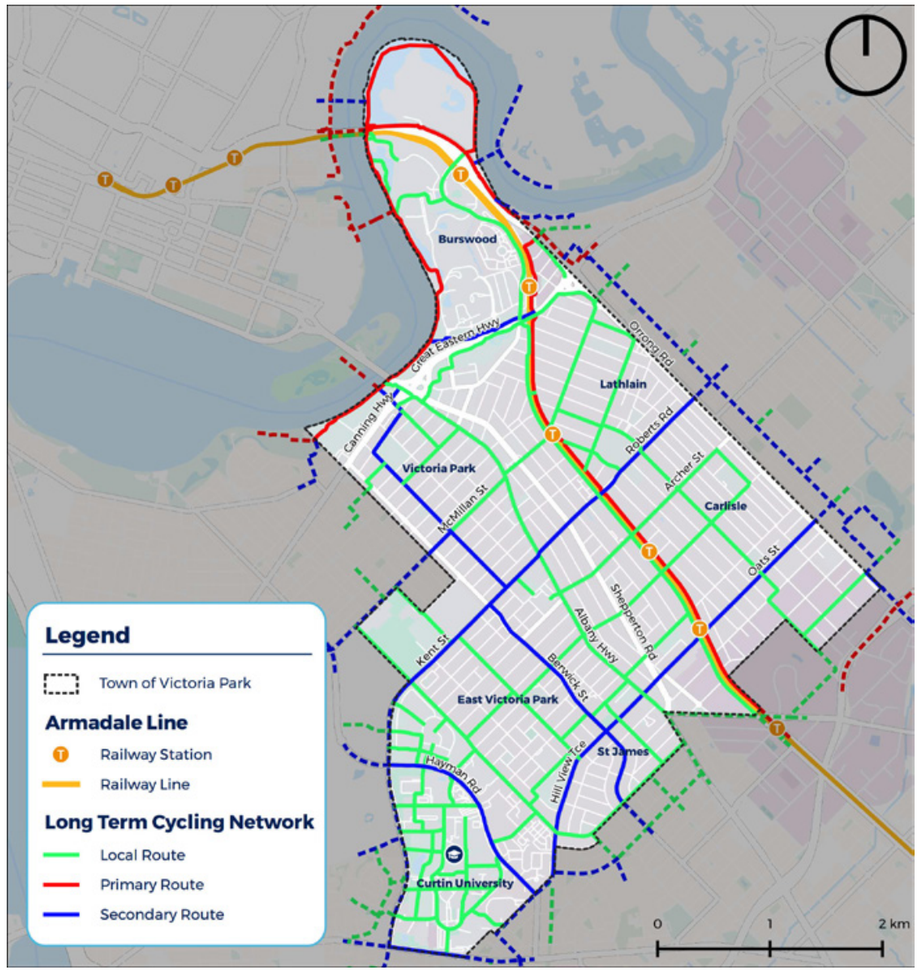



**Figure 5.8:** Long Term Cycling Network

## 5.2 Future Trends

The Town's Strategic Community Plan outlines seven global megatrends which are likely to affect the Town. Three of these megatrends include changing demographics, technological advances and climate change, which directly impact the way people move around.

### 5.2.1 Changing Demographics

It is expected the population of the Town will grow from 35,000 in 2016 to 56,000 people by 2036, and to over 100,000 by 2050. Although, the age structure of the Town is expected to remain similar, and dominated by one or two person households, the Town is forecast to become more homogeneous in terms of socio-economics but more multi-cultural. This projected influx of new permanent residents will substantially increase the demand for key transport infrastructure and services throughout the Town. It is also imperative that transport choice is allowed for to support the diverse transport needs throughout the Town.

### 5.2.2 Technological Advances

Technological advances are leading to greater diversity, reliability and efficiency in transportation. Connectivity, automation, sharing and electric propulsion are driving change across all aspects of mobility, from the way we move around to how we plan and develop infrastructure for the future. In recent years there has been significant progress and uptake of emerging transport technologies such as micro mobility devices (including e-bikes and e-scooters), as well as drones and driverless vehicle technology. This strategy seeks to maximise the benefits of changes in technology to achieve the vision of the Town's transport network.

### 5.2.3 Climate Change

In 2018 the Town of Victoria Park declared a climate emergency and made the commitment to become a zero-carbon local government by 2030. As such, the Town have recently developed a draft Climate Change Emergency Plan which sets out an action plan to achieve net-zero emissions by 2030. How and how far we choose to move around comprises a significant portion of our carbon footprint, which is estimated to be approximately 35% for the average Australian household (Environment Protection Authority, 2011). This strategy supports the actions identified in the draft Climate Change Emergency Plan and will play a vital role in facilitating the Town's transition to net-zero emissions by 2030.

## 5.3 Future Movement & Place Assessment

The future Movement and Place classification designed in collaboration with the Town's project team is shown in Figure 5.9.

In the future, the Town will experience an even greater place significance. Albany Highway will continue to be the centre of the Town with increased movement and place activity. It is envisioned that parts of Albany Highway will take on a greater place function which will require a decrease in the movement function, creating 'Streets for People'. Locations where this is envisioned include the Victoria Park Town Centre (between Teddington Road and Harvey Street) and East Victoria Park Town Centre (between Basinghall Street and Dane Street). Adjoining Basinghall Street is also envisioned as a future 'Street for People' with a high place function.

The remaining portions of Albany Highway will continue to serve as a 'Vibrant Street', however as the Town experiences its forecasted growth, precinct planning and street improvement upgrades will be required along Albany Highway to maintain a healthy balance between its movement and place function.

Local neighbourhood centres in Lathlain, Carlisle and East Victoria Park will play a greater play role in the future. The centre of these local neighbourhood centres has been identified as future 'Streets for People' which includes a Lathlain Place, a portion of Gallipoli Street in Lathlain and Etwell Street in East Victoria Park. The IALXR project will also transform the land under the rail viaduct adjacent to a portion of Rutland Avenue as a 'Street for People'. In addition to this, the Belmont Park Structure plan sets out the road network for the area with an unnamed street envisioned as a future 'Street for People'. These streets will play an important role in achieving the Town's vision as a Dynamic Place for Everyone.

Increased place significance is also envisioned to occur along existing 'Movement Corridors'. These streets with existing high movement function and a future high place function are identified as future 'Vibrant Streets'. This includes, Burswood Road, Griffiths Street and Oats Street. Burswood Road and Oats Street are located within 'Strategic Investigation Areas' identified within the Town's Draft Local Planning Strategy. Griffiths Street is located within the Burswood Peninsula which is a proposed Specialised Activity Centre. An unnamed 'Integrator B' road within the Belmont Park Structure Plan is also identified as a future Vibrant Street. These streets will play a significant role in accommodating movement to, through and within these key destinations as well as acting as destinations themselves.

The existing 'Movement Corridors' will continue to provide a high movement function within the Town. The Town will continue to work in close partnership with Main Roads WA, DoT and PTA to ensure the primary movement network continues to serve the Town's to, through and within movement requirements.




**Figure 5.9:** Future Movement and Place Classification

### 5.3.1 Design Guidance

The Movement and place assessment has identified a number of locations where the existing street typology is required to service a different movement and/or place function in the future. To enable this, the Town is required to implement movement and/or place improvements to these streets. This will ensure that the Town's street network reflects the movement and place function identified within the future Movement and Place assessment. To achieve this, Table 5.1 outlines clear design guidance for each of the four street typologies. This guidance should provide the basis for implementation of the future Movement and Place network. However, when developing a design for these streets, additional consideration should be given to the local context of each individual to ensure a bespoke design response.

**Table 5.1:** Movement and Place Design Guidance

| STREET TYPOLOGY | POTENTIAL TRANSPORT RELATED DESIGN RESPONSES |
|---|---|
| **Local Roads** | • Low vehicle speeds and traffic volumes;<br>• Footpaths on at least one side of the road;<br>• Extensive use of local area traffic management treatments;<br>• Skinny streets;<br>• Minimal kerb radii at intersections to encourage vehicle traffic to slow down when turning into side streets;<br>• Shared space environments;<br>• Active frontages; and<br>• Extensive tree canopy coverage creating a comfortable pedestrian environment. |
| **Movement Corridors** | • Wider lanes facilitating higher vehicle speeds;<br>• Dedicated turning pockets at major intersections;<br>• Clear sightlines for all road users;<br>• Bus/transit priority infrastructure on key transit routes;<br>• Wide footpaths that facilitate safe and convenient access to public transport stops;<br>• Cycling infrastructure that is physically separated from motorised traffic; and<br>• Provision of safe pedestrian and cyclist crossing points at key locations. |

| STREET TYPOLOGY | POTENTIAL TRANSPORT RELATED DESIGN RESPONSES |
|---|---|
| **Streets for People** | • Low vehicles speeds and traffic volumes,<br>• Pedestrian priority, including potential use of continuous footpath treatments across driveways and side roads;<br>• Ample areas to dwell with street furniture and active frontage to buildings on at least one side of the street space/plaza;<br>• Extensive tree canopy coverage creating a comfortable pedestrian environment;<br>• Provision of a transition zone between the 'Street for people' and higher movement streets using on-street vehicle parking and/or landscaping measures; and<br>• Good pedestrian connections to the broader pedestrian, cycling, transit and road network. |
| **Vibrant Streets** | • Traffic calming promoting low vehicle speeds;<br>• Separated cycling infrastructure;<br>• Wide pedestrian footpaths / sidewalks with activated frontages on both sides of the street;<br>• Reliable bus services with potential bus priority measures at signalised intersections or on-road bus priority lanes;<br>• Bus stop facilities including timetable, seating, shelter, rubbish bin and real time information (when implemented in the future);<br>• Extensive tree canopy coverage creating a comfortable pedestrian environment;<br>• Convenient bicycle parking outside businesses and other points of interest;<br>• Street furniture and pockets of urban greenery providing opportunities for visitors to dwell;<br>• Minimal kerb radii at intersections to encourage vehicle traffic to slow down when turning into side streets;<br>• Bicycle parking along the street;<br>• Implementation of CPTED measures; and<br>• Provision of on-street parking between moving vehicles and pedestrians, with on-street parking managed by time-restrictions. |

## 5.4 Challenges and Opportunities

The Town not only aspires to improve transport efficiency, but also improve journey experience and promote the uptake of active and sustainable transport modes. The aim of this is to increase sustainability, supporting a more healthy, accessible and liveable Town.

Transport challenges and opportunities have been identified through an understanding of the place-based context analysis presented within this Chapter. This analysis has drawn upon a range of data sources including site observations, community and stakeholder engagement outcomes, ABS Census data, transport network patronage data, accessibility based analysis and a Movement and Place assessment.

As an outcome of this analysis, the following table provides a summary of the Town's transport challenges and opportunities which have informed the development of the vision and objectives of the Town's transport network.

**Table 5.2:** Overview of Transport Challenges and Opportunities

| THEMES | CHALLENGES | OPPORTUNITIES |
|---|---|---|
| **Walking** | • Disconnected footpath network, lack of lighting and wayfinding in some areas throughout the town pose a challenge for walkability.<br>• Lack of canopy coverage in some locations creating a hostile walking environment.<br>• High speed and trafficked roads as well as the rail line creating barriers to walkability within the Town.<br>• Poor pedestrian connectivity from Curtin University to surrounding residential areas. | • Walking is the most common method of transport for 11% of survey respondents and 38% of respondents travel somewhere daily by walking, and 50% travel somewhere at least once a week by walking.<br>• There are a number of key destinations and local centres which are in walking distance of residential areas throughout the Town.<br>• Albany Highway is located in an opportunist location creating a town centre spine down the middle of the Town.<br>• Improve amenity through the provision of shade and lighting on local streets, as identified in the community engagement survey.<br>• Revitalise street environments to create streets for people that favour pedestrians, increase opportunities for businesses and enhance sense of community.<br>• Implementation of the Town's Streetscape Improvement Program will deliver improved pedestrian environments in key locations. |

| THEMES | CHALLENGES | OPPORTUNITIES |
|---|---|---|
| **Cycling** | • Absence of protected or dedicated cycling infrastructure throughout the Town, especially to key destinations.<br>• Substandard to absent end-of-trip facilities at work places within the Town deterring people from cycling to their place of work.<br>• Lack of separated pedestrian and cyclist infrastructure throughout the Town creating opportunities for conflicts.<br>• Absence of a completed Principal Shared Path along the Armadale rail line.<br>• Difficulties in crossing high speed and trafficked roads.<br>• Absence of secure bicycle parking at key destinations within the Town deterring people from cycling to their destination. | • The Town's community are interested in cycling with the community engagement findings demonstrating that cycling is the second most common method of transport (20%) and 32% of survey respondents noted that they cycle at least once a week.<br>• Cycling presents an attractive mode to access activity centres and key destinations located within the town.<br>• Established recreational shared path cycling network along the Swan River foreshore.<br>• Cycling can be combined with other transport modes to create multimodal journeys, which can be further enhanced through the provision of end-of-trip facilities.<br>• The emergence of e-bikes and other forms of micro-mobility creates more opportunities, overcoming the barriers of exercising before work and making topography less of a challenge.<br>• Implementation of the Skinny Streets program to improve attractiveness of cycling on local streets within the Town.<br>• Implementation of bike boulevards to improve cycling for all ages and abilities. |

| THEMES | CHALLENGES | OPPORTUNITIES |
|---|---|---|
| **Public Transport** | • Community perception of safety and security on public transport throughout the Town.<br>• Lack of bus service provision and frequency in the night-time, creating a challenge for the Town's night time economy.<br>• Lack of bus priority and prevalence of road connection on key movement corridors creates bus service delays.<br>• Unreliable bus services due to road congestion and lack of priority on the road network.<br>• Planning and the operation of public transport services is not the responsibility of the Town. | • The Level Crossing Removal Project as well as Burswood Station redevelopment project within the Town will see the redevelopment of Carlisle and Oats Street Stations as well as revitalised station precincts and new station access infrastructure.<br>• Frequent bus services to the Perth CBD and key locations within the Town such as Curtin University.<br>• Potential for a mid-tier public transport system within the Town to complement and support the existing network.<br>• The use of emerging technologies, including zero-emission buses, accurate real time bus location data, and permitting the use of forms of micro-mobility to improve connectivity.<br>• Opportunity to explore the provision of a CAT bus service or similar as identified through community engagement.<br>• Opportunity to improve access to public transport stops and interchanges to improve overall journeys. |
| **Driving & Parking** | • Driving remains the most popular mode of transport in the Town, making up 52% of survey respondents most common mode of transport and 62% of all journeys to work in 2016, increasing marginally from the 2011 Census.<br>• Vehicle ownership rates have also risen from 43% of households owning more than two motor vehicles in 2011 to 46% in 2016 (ABS 2016).<br>• Rat running of through trips creating congestion and safety issues on the Town's local road network.<br>• Large provision of parking in areas of high place value and high activity such as within activity centres. | • Encourage mode shift from private vehicle to more active and sustainable modes for short trips within the Town.<br>• The implementation of planning for electric vehicles (EVs) to ensure the Town can cater for their growing use.<br>• Draw upon various methods including existing and emerging technologies for managing parking demand in the Town's activity centres.<br>• Implementation of Skinny Streets program to improve road safety for all users and encourage mode shift.<br>• Frequently host car-free event days within the Town to demonstrate benefits of reduced vehicles on the network. |

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TOWN OF VICTORIA PARK

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# Parking Management Plan
# Town of Victoria Park

TOWN OF VICTORIA PARK

Prepared for: Town of Victoria Park
Authors: Michael Moses /Lauren Yarrow /Pauline King/Joel Li
Date: 20 May 2021

# VERSION CONTROL

| REPORT VERSION NO. | DATE | RELEASED TO CLIENT BY | NATURE OF REVISION |
|---|---|---|---|
| **1** | 6 May 2021 | Lauren Yarrow | Draft Report 1 |
| **2** | 20 May 2021 | Michael Moses | Draft Report 2 |

DRAFT

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# SUMMARY

## Background and Context

The Town's Transport Strategy sets the strategic direction for managing the Town's transport network over the next 10 years. It identifies a range of mobility focussed initiatives that will enable the Town to continue prospering as a vibrant inner-city community. Complementing the Strategy is the Town's updated Parking Management Plan (PMP). Together, both documents outline a cohesive strategy for transport and parking related decision making within the Town.

The updated PMP is consistent with the Draft Local Planning Strategy, Town Planning Scheme No. 1 and future Local Planning Scheme No. 2, Public Open Space Strategy, Urban Forest Strategy, Land Asset Optimisation Strategy, Place Plans, Corporate Business Plan and Strategic Community Plan.

In recent years, the Town has adopted a "place based" approach to planning which guides the allocation of funding and resources across individual neighbourhoods. In response to this, the updated PMP outlines specific parking-related recommendations for a number of key places around the Town.

## Goals and Required Outcomes

The goals and required outcomes of the updated PMP include:

- Creating a clear and logical strategy for transport and parking related decision making and business planning.
- Adopting a Movement and Place approach to the categorisation of lanes, streets, roads and paths (in line with the state government's proposed movement and place framework, to give clear guidance to the Town to assist with future design and capital works.
- Identifies those major projects that require the Town to advocate to an external body.
- Reviewing parking requirements as they relate to the Town's planning framework and recommendations for any necessary changes to these requirements to ensure they are appropriately aligned to the Town's strategic transport direction.
- Exploring travel demand management initiatives and plans to guide the town in managing travel demand and creating a balanced and sustainable transport network by promoting sustainable transport modes.
- Reviewing the Town's parking management practices and compare with other inner-urban local governments in Perth and Australia.
- Developing clear guidelines for parking treatments and practices that provides a matrix of when to intervene and implement these practices in various scenarios.
- Reviewing the Town's pricing model for parking with intent to extend demand-based pricing and its impact on the broader transport network and travel behaviour.
- Identifying methods for promotion and education the parking management approach and focus on active transport.

## Key Findings

The Town offers over 5,100 parking bays including both on-street and off-street parking. There is a mix of paid parking, time-restricted parking, and unrestricted bays. At present, there is no decision-marking framework in place to assist the Town on how and when to make changes to parking management.

In addition, the Town is faced with the challenge of managing a finite amount of road, kerbside, and footpath space with increasing demands for better amenity, access and mobility and space for pedestrians. These competing demands need to be balanced with parking.

### Technology and Enforcement

The Town uses 148 Pay and Display (PnD) parking ticket machines to manage on-street parking. Additionally, 211 parking bay sensors are installed along Albany Highway, as part of the Dynamic Parking Trial, which collect utilisation and compliance data.

The current technology system has the following drawbacks:

- Aging parking machine fleet, malfunctioning machines.
- PnD requires customer to park, leave vehicle, purchase ticket, and return to vehicle to display ticket.
- Inefficient enforcement.
- Minimal data derived from bays without sensors, fragmented reporting.
- Limited wayfinding.

The Town has consciously made the decision not to take a hard-line approach to enforcement. An early version of mobile LPR technology was previously trialled. Due to the concerns of a perception of intrusive surveillance being created, and an aversion to mail-out infringements which was seen to be negatively impacting the customer experience, the technology is no longer in use. Consequently, the Town's parking officers reverted to traditional high visibility enforcement methods.

### Recent Initiatives

The Town has implemented some advanced parking management techniques. One such technique is the use of dynamic parking. The Dynamic Parking Trial, implemented in 2019, investigated the impacts of paid parking, parking bay occupancy and the relationship to price and free time periods of 62 on-street parking bays in some hot spot zones of the Albany Highway.

The Trial has been a success and has resulted in increased numbers of parkers staying for longer during the off-peak periods and a greater spread of demand throughout the day. In response, the Town implemented the changes on a permanent basis with the aim of encouraging parking turnover and providing economic benefits to local businesses.

The Easy Park Phone App was introduced in 2020 and Pay by Phone now accounts for 19% of all payments which equals cash payments.

The first Car Free Day on the Albany Highway cafe strip took place in October 2020. A section of road was closed to traffic and café owners were encouraged to establish pop-up dining areas both along the roadway and kerbside. Locals could enjoy a range of activities throughout the day and businesses were also able to enjoy the advantages of increased dining space. The event was a huge success and reinforced the benefits of less cars in activity centres to the community.

### Data Collection and Management

Though infrequent, the Town has undertaken several utilisation surveys of its parking inventory, as scheduled in the Town's corporate business plan. Except for the parking sensor data, which is restricted to the Albany Highway area, undertaking an analysis of parking demand and utilisation using this the current fragmented data is not ideal. Being cognisant of the shortfalls in the existing data, the Town is now committed to undertaking parking utilisation surveys of each activity centre during the next financial year.

### Increasing Parking Supply

The Town is expecting to receive a Development Application for a Woolworths development located at the corner of Albany Highway and Shepperton Road in St James. This is likely to include a large amount of basement car parking. It is likely this parking will only be available during Woolworths' trading hours.

Potentially suitable sites that have previously been identified include 1-5 Westminster Street, where a portion of the site has already been modified to accommodate additional parking with potential to further increase capacity. However, the provision of additional parking in this area is unlikely to be the best use of the land,

especially on freehold land, given the Albany Highway Precinct Structure Planning currently being developed.

The car park at 4-6 King George Street had been identified as a potential area where redevelopment for additional parking could occur which will require an independent feasibility assessment.

### Community Engagement

The Town is actively listening to the community's concerns about local parking. A detailed comments and complaints register is maintained in the form of an electronic Customer Relationship System. An examination of those complaints relating to parking overstays revealed most complaints emanated from the activity centres of Burswood, Victoria Park and East Victoria Park.

The community was engaged as part of the development of the Parking Management Plan, via the Town's online engagement platform. The key findings were;

- Private vehicle use was the most common form of travel, accounting for 52% of all trips.
- Private vehicle use is considered practical and convenient.
- Daily travel by car, where a parking space was required at the destination, constituted 46% of trips.
- 48% of respondents never travel by rideshare (taxi or uber).
- The community noted that a key improvement was to remove vehicles from key destinations such as Albany Highway
- Respondents of the survey were asked to rank what transport interventions are most important to improving their journey in their local area and within their local activity centre. "Managing parking / easier to park close to my destination" was identified as the lowest rank improvement with improvements to sustainable transport options being ranked as more important.
- Travel mode choice was most impacted by the lack of walking/cycling infrastructure and public transport services.

The fact that almost half of the respondents travel by means other than private vehicle, confirmed a significant portion of the community is willing to use more sustainable modes of transport.

### Comparisons with Other Local Governments

To inform the PMP, a comparison of the Town's parking situation was undertaken against six (6) other Local Government Areas Development Control Plans within Australia and three (3) other jurisdictions in the United States of America. The comparison exercise explored the use of the minimum and/or maximum parking ratios and the implementation and available details of dynamic parking, cash-in-lieu and pay parking.

### Management Options

Parking policy can influence levels of traffic congestion and dependence on private vehicles. In general, a parking area which is operating efficiently is defined as operating at 65–85% occupancy. Above and below this range indicates that the parking bays are not effectively being managed. Using these thresholds, an intervention matrix can be developed which promotes a consistent and objective review of street parking areas.

Commuter parking tends to be of lesser value to activity centres and should ideally be supplied on the periphery of activity centres in large-scale parking structures priced to support all-day parking. Commuters tend to displace other parking user groups such as activity centre customers which can result in overflow parking into residential areas and visitor frustration.

Parking controls encourage street parking turnover and encourage use of off-street parking facilities whilst providing sufficient time for visitors to access services and amenities. Paid parking increases equity of access by charging users (user pay) for their parking costs and by reducing the parking costs imposed on non-drivers who are generally rate-payers. Paying directly rather than indirectly benefits consumers because it reduces parking and traffic problems and allows individuals to decide how much parking to purchase,

giving them an opportunity to save money. Non-drivers do not require parking and it would be inequitable to burden these visitors with the same level of costs as those drivers using the parking provided.

A common misconception of businesses is that paid parking will deter customers. However, paid parking often improves the customer experience through increased parking turnover and therefore availability at the destination of choice.

Motorcycle/scooter parking is generally treated no differently to that of cars. If vehicles are to be charged for parking, this should apply equally to motorcycles if they use spaces allocated to cars. Car share provides for efficient use of parking space where a single car share vehicle can replace more than 10 private vehicles according to kerb space productivity[1] based on hourly turnover.

There is no such thing as free parking; the costs are simply subsumed elsewhere in the economy. Ratepayers are not only paying for the cost of cleaning, insurance and maintenance of these bays, they are subsidising parking on valuable land that could be generating income, providing improved amenity or could be put to other uses.

Revenue from paid parking can be reinvested to improve the places that produce the revenue. This concept is termed parking benefits districts, where the revenue derived from paid parking is allocated to improving sustainable travel alternatives, streetscape, and the general amenity of the immediate area.

### Best Practice

Successful travel mode shift initiatives deliver reduced parking demand through change to travel choice and, are supported by appropriate infrastructure and services. Parking availability will be an increasing consideration in travel choice decisions. A location that is well serviced by public and active transport, means more attractive alternative travel options exist for people and a reduced need for parking can result.

New technologies have enabled a smarter and more equitable approach to parking which supports the following best practice concepts:

- Providing quick and easy payment.
- Pricing according to parking demand.
- Investment of parking revenue into local improvements.
- Acknowledgment of the real cost of parking.

These integrated technologies can benefit both the Town and customers in determining how parking is used, managed, priced, and charged.

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## The Parking Management Plan

The Parking Management Plan provides for a balanced approach to parking management that better matches the range and location of parking options to emerging needs. The Parking Management Plan will help the Town manage car parking and deliver the following improvements:

- Increase parking turnover to help promote economic activity for local businesses.
- Help reduce local traffic congestion and increase the attractiveness of urban areas.
- Promote behavioural change through improved travel choices and encourage more public transport, walking and cycling.
- Make better use of available land for community benefit.

### Travel Mode Shift

The Town will continue to support travel mode shift initiatives that reduce the dependence on private vehicles. The actions contained within the Parking Management Plan will support a reduced reliance on private vehicles and reduced parking demand through an increased use of car sharing, ride sharing, carpooling, public transport, park and ride, walking and cycling. This requires a significant improvement of the public transport network and a coordinated approach with the State to link public transport improvement with parking demand management.

### Evidence Based Decision Making and Data Collection

Monitoring of Town controlled parking occupancy and turnover is a critical tool for making evidence-based decisions to be applied to the intervention matrix. It will provide utilisation in terms of occupancy and duration of stay. It will also provide data to monitor the success or otherwise of specific actions.

### Management Techniques and Planning Mechanisms

Within the Parking Management Plan sit clear guidelines and actions relating to various parking management techniques and the implementation planning mechanisms, including:

- On-street and off-street Public Parking.
- Types of Parking Restrictions, Parking Levels of Service.
- Enforcement, user restrictions, parking permits.
- Regulation of private parking consolidated and shared parking.
- Parking Benefits Districts.
- Off-street public parking investment.
- Parking ratios, cash-in-lieu.
- Smart Parking Technology, Electric Vehicles.

### Parking on Movement Corridors

The Strategy identifies the movement and place street typology of roads within the Town. The key transport corridors in the Town are called ‘Movement Corridors’ which provide safe, reliable, and efficient movement of people and goods between regions and strategic centres while mitigating the impact on adjacent communities.

These roads will continue to provide a high movement function within the Town and there may be a need to consider the removal of some kerbside parking to accommodate future transport growth along some roads. Other 'Movement Corridors' may see a change in street typology, and in response, parking may be converted to other uses including bus stops, loading zones, car share bays and streetscape improvements.

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### Intervention Matrix

The Parking Management Plan incorporates an Intervention Matrix that will facilitate evidence-based decision making using data derived from inground parking sensors or parking surveys. The matrix provides details of actionable options that will be implemented when utilisation trigger points are reached.

| INTERVENTION TRIGGER | ACTION(S) |
|---|---|
| On-street parking occupancy above 85% | 1. Introduce time restrictions<br>2. Modify maximum time restrictions<br>3. Introduce paid parking<br>4. Increase paid parking fees through use of dynamic parking model<br>5. Provide additional paid parking |
| On-street parking occupancy below 65% | Modify time restrictions<br>Reduce paid parking fees through use of dynamic parking model |
| Off-street parking occupancy above 90% | Introduce paid parking<br>Increase paid parking fees |
| Off-street parking occupancy below 70% | Decrease paid parking fees |
| Complaints regarding lack of compliance | Education by parking officer monitoring<br>Issue infringement notices |
| Request by private parking owner for Town management of parking | Review parking management by owner<br>If required, regulate private parking |
| New developments in close proximity to one another | Encourage the creation of consolidated and shared parking |
| Resident parking permit request | Check location of application is within resident parking permit zone<br>Review resident parking permit application and issue if approved |
| Business parking permit request | Check if other parking locations are available nearby<br>Review business parking permit application and issue if approved |
| Request for loading zone, taxi zone, accessible parking, bus parking, motorcycle parking | Review request with consideration of the movement and place street typology function<br>Implement if it benefits the community and suits the street function |
| Developers cannot provide required parking | Require payment of cash-in-lieu funds for each unsupplied parking bay |
| Complaints regarding school parking | Education by parking officer monitoring<br>Issue infringement notice |
| Increase in private vehicle use | Educate the community on sustainable transport options |

### Prioritised Action Timelines

This summary of all the parking issues, appropriate actions and prioritised timelines will guide the Town in the implementation of the Parking Management Plan. This includes budget forecasting, as well as Strategy development.

### Place Parking Plans

Each activity centre within the Town has unique characteristics with respect to land use and parking. To address this, individual parking management plans have been established for 10 key places within the town. The parking landscape within these places will change in the future, with some 'Movement Corridors' within the activity centres changing movement and place street typology, to become 'Vibrant Streets' or 'Streets for People'. This change will play an important role in achieving the Town's vision as a *Dynamic Place for Everyone.*

Consequently, a Place Parking Plan has been developed for each of the activity centres of Oats Street, East Victoria Park, Victoria Park, Burswood South, Raphael Park, Victoria Park Station, Technology Park, Burswood Station East, Lathlain and Carlisle.

### Performance Measurement

When parking controls are changed, the benefits can be determined using the methods of monitoring contained within the intervention matrix. Occupancy and turnover data is gathered using parking sensors or parking surveys. The success or otherwise of the parking management intervention will then be used to inform future decision making for the Town.

Another performance measurement is to listen to the community through community consultation or community response provided to the parking officers. This qualitative feedback will provide information to help with decision making for future parking management changes or improvements.

The alignment with the vision of the Parking Management Plan and the Transport Strategy are an overall performance measure to ensure strategy goals and vision are being achieved through parking management changes. All parking management decisions will be linked to the goals and objectives of the Town.

### Advocacy and Education

Advocacy and Education are important methods of improving the available travel options and encouraging people to travel sustainably throughout the Town.

The State Government manages all public transport infrastructure and services within the Town of Victoria Park and, will often make changes to State owned public transport infrastructure within the Town. These changes impact the local parking environment and provide opportunity for the Town to request assistance. Public Transport service needs change over time. Often the local government is best placed to advise on required changes to frequency and route planning of services due to their close contact with the community.

In terms of education, the community need to understand that:

- Drivers cannot expect unlimited parking close to their destination.
- Unlimited supply has environmental, social, and economic drawbacks.
- Parking needs to be sustainable.
- There is a cost for the provision of parking.
- Parking users need to contribute to the cost of parking infrastructure equitably.
- Net surplus from parking services is to be reinvested into improving access and transport infrastructure.

### Integrated Technology

Key to the successful application of the Parking Management Plan will be the incorporation of integrated smart parking technology throughout the Town.

Integrated smart parking technology will greatly improve the customer experience by making it easier to find car parking sites and available spaces and, provide flexible options for payment. These technologies will also improve the efficiency and effectiveness of parking enforcement and management as well as future planning with more frequent, current, and accurate data.

## Conclusion

Changing demographics and lifestyles are changing traditional patterns of mobility. Places are growing with increasing demands on land, roads, and kerbside space while new technologies and policies are enabling a more responsive and integrated approach to parking.

This Parking Management Plan ensures that parking is available in the right place, at the right time and at the right price. Providing local access and mobility, safe and engaging streets, and attractive places.

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# 1 CONTEXT AND STRATEGIC ALIGNMENT

The Town of Victoria Park (the Town) is a progressive and diverse local government located south-east of the Perth Central Business District. Residents enjoy an enviable quality of life. Protecting and enhancing that quality of life is a high priority. With an increasing population, the Town is looking for ways to deliver services more efficiently and improve the lifestyle of the residents. The effective management of parking will play a significant role in achieving this goal. It is important to understand the context, strategic alignment, and vision for parking within the Town.

## Context

In February 2021, the Town's Council resolved to update the existing Parking Management Plan (PMP) which was developed in November 2012. The existing PMP is out of date due to developments within the Town creating different priorities within activity centres. The travel choices of residents and visitors have also evolved. The updated PMP is a guiding document for the management of existing and future parking within the Town.

## Strategic Alignment

The Town resolved to update the existing Integrated Movement and Network Strategy. The updated version of this key strategic document has been renamed the Transport Strategy (the Strategy). It will be used to inform many aspects of the PMP to ensure the Town's parking and movement networks are strategically aligned with the Town's Place Plans and Corporate Business Plan.

The PMP is guided by a range of strategic documents to assist in delivering the vision for the Town including:

- Draft Local Planning Strategy (2021) which details parking requirements of developments throughout the Town for the next 10-15 years.
- Strategic Community Plan (2017) is a plan that defines the Town's community priorities across the next 20 years.
- Public Open Space Strategy (2019)
- Urban Forrest Strategy (2018)
- Land Optimisation Strategy (2013)

The PMP reflects the Strategy's goal of supporting the State Government's activity centres as detailed in the draft State Planning Policy (SPP) 4.2 – Activity Centre for Perth and Peel.

In terms of transport, the Town is responsible for the following:

- Maintaining, developing and enhancing the local walking and cycling network, including footpaths, shared paths and crossings, as well as street furniture, trees and lighting;
- Maintaining parts of the road network (excluding primary regional roads);
- Managing transport demand, through the implementation of initiatives such as transport behaviour change programs, adjusting the supply and pricing of parking, and modifying street layouts;
- Maintaining last-mile access to destinations, such as bus stops, train stations, taxi or rideshare stands, and loading zones; and
- Advocating to external stakeholders on behalf of the community.

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## Vision

This PMP aims to connect with the Strategy by supporting the Town in achieving the overarching vision of *A dynamic place for everyone.*

The vision of the PMP is to "*Provide clear guidance and consistent initiatives and actions for the management of parking across the Town of Victoria Park".*

To achieve this vision, the following objectives have been identified:

- Better manage parking across the Town through efficient use of parking supply
- Support the economic activity of centres within the Town by providing a reasonable supply of short- and medium-stay car parking spaces for the existing and future individual parking needs of residents and visitors.
- Recognise the interaction of public and private car parking capacity, to manage changes in car parking demands over time.
- Provide car parking spaces in conveniently located and easily accessible areas relative to key destinations.
- Provide Town wide guidance on the approach to parking with local Parking Plans, providing more detailed, localised guidance.
- Manage parking demand through balancing parking supply and encouraging alternate travel modes
- Provide the appropriate supply of parking, not oversupplying parking.
- Ensure that approaches to the provision, management and pricing of parking are undertaken in a fiscally responsible manner.
- Support the parking requirements of the Town to ensure movement and place outcomes are achieved.

## Community Engagement

The Town is actively listening to the community's concerns about local parking. The community was engaged as part of the development of the PMP, via the Town's online engagement platform. The survey undertaken in March 2021 included an interactive map. The survey received 66 responses which were used to inform the actions detailed in the parking plans for the Town.

Key learnings from the survey responses that helped to inform the PMP include:

- Private vehicle use was the most common form of travel, accounting for 52% of all trips.
- Private vehicle use is considered practical and convenient.
- Daily travel by car, where a parking space was required at the destination, constituted 46% of trips.
- 48% of respondents never travel by rideshare (taxi or uber).
- The community noted that a key improvement was to remove vehicles from key destinations such as Albany Highway
- Respondents of the survey were asked to rank what transport interventions are most important to improving their journey in their local area and within their local activity centre. "Managing parking / easier to park close to my destination" was identified as the lowest rank improvement with improvements to sustainable transport options being ranked as more important.
- Travel mode choice was most impacted by the lack of walking/cycling infrastructure and public transport services.

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# 2 THE REASON FOR A PLAN

The Town offers over 5,100 parking bays including both on-street and off-street parking. There is a mix of paid parking, time-restricted parking, and unrestricted bays. At present, there is no guiding document to provide the Town with advice on how and when to make changes to the management of parking.

## Intent

The provision of a well-managed car parking regime can bring real benefits to the Town's community, businesses, and visitors. However, successful parking management depends on many factors and if parking is not actively managed, there can be a range of unintended consequences.

The PMP will help the Town better manage car parking and deliver the following improvements:

- Increase parking turnover to help promote economic activity for local businesses.
- Help reduce local traffic congestion and increase the attractiveness of urban areas.
- Promote behavioural change through improved travel choices and encourage more public transport, walking and cycling.
- Make better use of available land for community benefit.

Parking requirements vary across the Town, shaped by each location's unique functions, topography, environment and built form. Different people will also have different priorities when looking for a parking space at the same location.

Car parking needs to be managed in a way that matches the unique demands and pressures of each location in addition to the needs of the individual. The PMP provides for a balanced approach to parking management that better matches the range and location of parking options to emerging needs. The PMP supports and is strongly linked with future improvements to public transport service provision and the necessary shift in travel behaviour change required to ensure the long-term sustainability of the Town.

In general, people are conscious of proximity and prefer not to walk a long distance for short-stay parking compared to what may be acceptable for long-stay parking. This will generally mean providing short-stay parking close to the destination and long-stay parking further away. This approach encourages more frequent turnover in the more convenient spaces in the core of a centre and therefore maximises use and availability to a larger number of people.

Managing parking demand is key to the Town's operation and regulation of parking. The approach in order of priority is to:

1. Reduce the demand for parking through provision of sustainable alternative travel choices and education.
2. Improve the operation of existing parking assets through the effective use of an intervention matrix.
3. Measure the performance of planning mechanisms used to manage parking to ensure they are optimised.
4. Provide additional parking supply in a cost-effective manner, utilising funds from paid parking.

## The Role of the PMP

The PMP will aid in achieving the vision of the Town, support local businesses, create a more sustainable community, and improve the quality of life for residents. The PMP identifies the parking issues and challenges, providing guidance on appropriate interventions and the proposed parking management approach to be applied across the Town.

The PMP identifies the Town's role in managing and influencing the various types of parking areas and the ratio of available private and public parking. The Town can influence parking outcomes by:

- Using technology to improve how parking is experienced and managed.
- Promoting travel behaviour change programs and encouraging adoption of emerging technologies.
- Supplying and maintaining public on and off-street parking facilities.
- Regulating the use of public parking through time limits and pricing.
- Enforcing parking regulations.

## Movement and Place Approach

The PMP was developed in response to the Strategy and uses its assessment of the Town through the Movement and Place approach. This approach recognises that streets are not just for the movement of people and goods but are also places. The Strategy provides a Movement and Place street typology function for all streets within the Town. These typologies were used in the development of the initiatives and actions of the PMP and are presented in Table 2-1.

Table 2-1 Transport Strategy Street Typologies, Goals and Street Functions

| STREET TYPOLOGY | FUNCTION | TYPICAL PARKING RESPONSE |
|---|---|---|
| Movement corridors | Movement Corridors provides safe, reliable, and efficient movement of people and goods between regions and mitigate impact on adjacent communities | Limited or no on-street parking |
| Vibrant Streets | Vibrant Streets are significant complex places that attract both large numbers of people and move large numbers of people by various modes from all over the region. Vibrant streets aim to ensure a high-quality public realm with a strong focus on supporting businesses, traders, and neighbourhood life. | Formal and restricted on-street parking |
| Local Streets | Local Streets provide quiet, safe, and desirable residential access for all ages and abilities. Local streets aim to foster community spirit through facilitating local access. | Informal and unrestricted on-street parking only |
| Streets for People | Streets for People are significant places which attract large volumes of people and facilitate pedestrian access and activity. | Accessible parking only (where possible) |

# 3 PARKING MANAGEMENT APPROACH

The purpose of this section is to detail the approach the Town will take in managing parking. It begins with general parking management guidelines and information then, details planning mechanisms with related actions that will be applied in different parking situations. The intervention matrix provides planning mechanisms in response to intervention levels identified by evidence-based parking data. A prioritised timeline for the actions is provided to assist in allocation of time and resources to parking projects. The success or otherwise of the parking planning mechanisms can be measured using the actions in the performance measurement section. Education on parking for residents and community is detailed in the next section along with the times when advocating to the State Government is required.



## 3.1 INTERVENTION MATRIX

The intervention matrix as presented in Table 3-1 should be used to guide all decision making before intervening in the parking network. The matrix will use evidence-based decision data derived from inground parking sensors or parking surveys.

Table 3-1 Parking Intervention Matrix

| INTERVENTION TRIGGER | ACTION(S) |
|---|---|
| On-street parking occupancy above 85% | Introduce time restrictions<br>Modify maximum time restrictions Introduce paid parking<br>Increase paid parking fees through use of dynamic parking model<br>Provide additional paid parking |
| On-street parking occupancy below 65% | Modify time restrictions<br>Reduce paid parking fees through use of dynamic parking model |
| Off-street parking occupancy above 90% | Introduce paid parking<br>Increase paid parking fees |
| Off-street parking occupancy below 70% | Decrease paid parking fees |
| Complaints regarding lack of compliance | Education by parking officer monitoring<br>Issue infringement notices |
| Request by private parking owner for Town management of parking | Review parking management by owner<br>If required, regulate private parking |
| New developments in close proximity to one another | Encourage the creation of consolidated and shared parking |
| Resident parking permit request | Check location of application is within resident parking permit zone<br>Review resident parking permit application and issue if approved |
| Business parking permit request | Check if other parking locations are available nearby<br>Review business parking permit application and issue if approved |
| Request for loading zone, taxi zone, accessible parking, bus parking, motorcycle parking | Review request with consideration of the movement and place street typology function<br>Implement if it benefits the community and suits the street function |
| Developers cannot provide required parking | Require payment of cash-in-lieu funds for each unsupplied parking bay |
| Complaints regarding school parking | Education by parking officer monitoring<br>Issue infringement notice |
| Increase in private vehicle use | Educate the community on sustainable transport options |

## 3.2 PRIORITISED ACTION TIMELINES

Table 3-2 presents the summary of the required actions for each of the parking planning mechanisms as well as a timeline for their implementation.

Table 3-2 Prioritised Action Timelines

| PLANNING MECHANISM | REQUIRED ACTIONS | SHORT TERM 1-3 YRS | MEDIUM TERM 3-5 YRS | LONG TERM 5-10 YRS |
|---|---|---|---|---|
| Travel Mode Shift | Develop and implement travel demand initiatives | ✓ | | |
| | Advocate to the State Government for improved public transport infrastructure and services | ✓ | | |
| | Provide and improve active transport infrastructure to motivate travel mode shift | ✓ | | |
| | Educate on travel mode choices to reduce reliance on the private vehicle and parking demand | ✓ | | |
| | Communicate the benefits of travel mode shift away from the private vehicle, even if only for some travel within the Town | ✓ | | |
| Monitoring Parking | Install parking sensors in rapidly changing parking places within the Town to monitor parking occupancy and inform decision making using the intervention matrix | ✓ | | |
| | Undertake parking surveys in areas where the parking management is perceived to require further changes. | | ✓ | |
| | Monitor the success of parking management improvements and planning mechanisms through the monitoring of before and after occupancy and turnover data | ✓ | | |
| | Celebrate parking management success through communicating positive impacts of planning mechanisms to the community | ✓ | | |
| Dynamic Parking Model | Implement the dynamic parking model in areas of existing paid parking where the occupancy and turnover of bays is not within the target limit of 65-85% as detailed in the intervention matrix. | ✓ | | |
| | Decrease the parking fees by 50% for the times where the parking occupancy is less than 65%. | ✓ | | |
| | Increase the parking fees by 50% for the times where the parking occupancy is more than 85%. | ✓ | | |
| | Provide an increased free time period at the start of the paid parking period if needed to increase the occupancy of the bays during particular times. | ✓ | | |
| | Set parking fees using 10c increments for ease of payment and acceptance | ✓ | | |
| Parking Benefits Districts | Develop a Parking Benefits District policy to ensure revenue produced in an activity centre is utilised to benefit that centre through improvements to the amenity and sustainable travel alternatives. | | ✓ | |
| Enforcement | Continue to implement the Education and Compliance focussed method of enforcement allowing residents and visitors opportunity to learn and change behaviours before compliance is enforced | ✓ | | |
| | Regulation of private parking is to be dealt with on a case-by-case basis | ✓ | | |

| PLANNING MECHANISM | REQUIRED ACTIONS | SHORT TERM 1-3 YRS | MEDIUM TERM 3-5 YRS | LONG TERM 5-10 YRS |
|---|---|---|---|---|
| Regulation of Private Parking | The Town will only regulate private parking where there is a demonstrated benefit, and will not have a significant negative impact on public parking assets and facilities | | ✓ | |
| Consolidated and Shared Parking | Encourage developers to cooperate to create consolidated and shared parking in a single location | | ✓ | |
| | Consider permitting a small reduction in the number of parking bays to be provided in consolidated facilities on a case-by-case basis | | ✓ | |
| Parking Permits | Issuing of business parking permits to be in line with existing adopted policy | ✓ | | |
| | Issuing of residential parking permits to be in line with the existing adopted policy. | ✓ | | |
| | Residential parking permits are not to be extended to new or improved activity centres. | ✓ | | |
| | Regularly review all the permit types and their applications in line with future place planning. | | ✓ | |
| Use Restrictions | Provide Loading Zones in convenient locations to serve local business, commercial and retail activities only when off-street loading is not available | ✓ | | |
| | Provide safe and easy to use Accessible Parking in commercial and mixed-use areas | ✓ | | |
| | Consider Taxi Parking in locations where there is a demonstrated high public demand for taxis | ✓ | | |
| | Consider Night-time taxi stands in areas where there is high night-time activity and include the use of loading zones or bus stops | | ✓ | |
| | Provide Bus Parking along designated scheduled bus routes in consultation with the State Government as detailed in the Transport Strategy | | ✓ | |
| | Provide Motorcycle Parking subject to demonstrated demand in areas that are not suitable for regular car parking | | ✓ | |
| Parking on Movement Corridors | Existing on-street parking located along 'Movement Corridors' will be considered for removal or change of use if there is a justified need | | ✓ | |
| | Consider the removal of on-street parking on a case-by-case basis, based on a detailed consideration of the place plans for the activity centre and the movement and place street typology | | ✓ | |
| Off-Street Public Parking Investment | Implement new off-street parking supply once level of service is not met despite the use of exhaustive parking planning mechanisms | | | ✓ |
| | Adopt a strategic and commercial approach to the location and size of new off-street parking facilities to ensure the investment is a benefit to the economy of the Town | | | ✓ |
| | Commit Parking Benefits District revenue to fund new off-street parking facilities | | ✓ | |
| | Ensure location and operation of any new off-street parking facility continues to encourage sustainable travel choices above the use of the private vehicle | | | ✓ |
| Parking Ratios | Provide maximum parking ratios for developments to ensure an oversupply of parking is not provided in the activity centres. | | ✓ | |

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| PLANNING MECHANISM | REQUIRED ACTIONS | SHORT TERM 1-3 YRS | MEDIUM TERM 3-5 YRS | LONG TERM 5-10 YRS |
|---|---|---|---|---|
| Cash-in-lieu | Provide a cash-in-lieu formula to determine the appropriate fee to be paid by developers when they cannot meet the minimum parking requirements for their development. The fee will cover all costs in providing other available parking | | ✓ | |
| Smart Parking Technology | Implement appropriate technology to benefit drivers and to provide responsive and informed parking management | ✓ | | |
| | Integrate technologies for the management of parking operations, enforcement, and communication | | ✓ | |
| | Improve the collation and analysis of parking related information | ✓ | | |
| | Continually monitor global transport technology changes | ✓ | | |
| Electric Vehicles | Collaborate with RAC and the State Government to facilitate appropriately located electric vehicle charging stations in strategically located parking bays within the Town | | | ✓ |
| | Support and encouragement developers to include electric vehicle charging stations within their off-street car parks | | ✓ | |
| School Parking | Advocate for the State and privately-owned schools to provide their own parking supply off-street for staff and visitors. | ✓ | | |
| | Work with schools to optimise vehicle circulation through drop-off and pick-up areas. | ✓ | | |
| | Require all new schools to provide their own off-street staff and visitor parking and drop-off and pick-up areas. | | ✓ | |
| Event Parking | Encourage event organisers to use and promote alternative travel modes to the private vehicle | ✓ | | |
| Performance Measurement | Determine performance measurements of parking changes through monitoring of parking occupancy and turnover before and after the parking changes are made and checking if occupancy goals have been met. | ✓ | | |
| | Gain qualitative performance measurement information through community feedback to the parking officers. | ✓ | | |
| | Compare the results of the parking management planning mechanism to the goals and objectives of the Town in the PMP and the Strategy | | ✓ | |
| Advocacy | Request the State Government extends their project to include beneficial parking projects within the vicinity of their project that will enhance the whole area for all users | ✓ | | |
| | Request the State Government assists the Town in funding parking projects adjacent to their projects. | ✓ | | |
| | Advocate on behalf of the travelling public for more frequent public transport services and any route changes for bus services. | | ✓ | |
| | Advocate for any proposed new bus routes to assist in transport mode shift. | | ✓ | |
| Education | Continue to provide communication on the website of the unsustainability of current parking practices within the Town and the benefits to the residents of the parking management | ✓ | | |

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| PLANNING MECHANISM | REQUIRED ACTIONS | SHORT TERM 1-3 YRS | MEDIUM TERM 3-5 YRS | LONG TERM 5-10 YRS |
|---|---|---|---|---|
| | Undertake communication and engagement with the community, and visitors to the Town of Victoria Park by the parking officers to inform of the options for parking and other sustainable travel options | ✓ | | |
| | Advise the Business Advisory Group of the effectiveness of parking management through evidence-based data to show that the parking management is successful. | ✓ | | |
| | **Place Parking Plan Actions** | | | |
| Oats St PPP | Advocate for the State Government to either construct pedestrian connections from the Oats Street Station across Bank Street as part of the Oats Street level crossing removal project or, provide funding for the Town to construct the pedestrian connections. | ✓ | | |
| | Encourage the Aqualife Centre to install boom gates to manage their parking and prevent all day parkers for the TAFE or commuters from using the short-stay off-street bays. | | ✓ | |
| | Reduce the off-street parking fee within the Somerset Street Carpark to encourage drivers to park in the car park rather than cruise the streets searching for a vacant on-street bay. | ✓ | | |
| | After the Somerset Street Carpark fees have been reduced, review the parking occupancy and turnover of the vehicles off-street and on-street in the area. Use this information in conjunction with the intervention matrix to make changes to the time restrictions both on-street and off-street in the area to best manage the parking. | ✓ | | |
| East Victoria Park PPP | Reduce the parking time restrictions along Albany Highway between Basinghall Street and Dane Street to 2P paid parking to allow for more turnover of vehicles in this high demand parking area. | ✓ | | |
| | Monitor the parking along the Albany Highway between Basinghall Street and Dane Street and the section of Basinghall Street adjacent to the Albany Highway to determine if the target occupancy levels are being met. Use the intervention matrix to determine any changes required to the parking fees in the area using the dynamic parking model. | ✓ | | |
| | Remove parking bays as required to provide pedestrian connectivity opportunities along the Albany Highway to plan for the 'Streets for People' function. | ✓ | | |
| Victoria Park PPP | Reduce the parking time restrictions along the Albany Highway between Teddington Road and Harvey Street to 2P paid parking to allow for more turnover of vehicles in this high demand parking area. | ✓ | | |
| | Monitor the parking along the Albany Highway between Teddington Road and Harvey Street to determine if the target occupancy levels are being met. Use the intervention matrix to determine any changes required to the parking fees in the area using the dynamic parking model. | | ✓ | |
| | Remove parking bays as required to provide pedestrian connectivity opportunities along the Albany Highway near the Rushton Street/Mackie Street intersection to plan for the 'Streets for People' function. | ✓ | | |
| | Review the parking fees in the off-street car parks to provide consistent hourly and daily parking rates for the off-street paid parking. | ✓ | | |
| Burswood South PPP | Investigate the areas that are most underutilised, 2P or P ticket through investigation of parking occupancy data to determine what demand there is for parking on-street in the area. Apply this information to the intervention matrix to determine any parking changes. | ✓ | | |
| | Ensure off-street paid parking is a cheaper rate to provide an incentive for drivers to park in the off-street parking areas, leaving the more desirable on-street bays for the short to medium-stay parkers. | | ✓ | |

| PLANNING MECHANISM | REQUIRED ACTIONS | SHORT TERM 1-3 YRS | MEDIUM TERM 3-5 YRS | LONG TERM 5-10 YRS |
|---|---|---|---|---|
| | Review the parking utilisation on the weekends to determine if the parking restrictions and paid parking should be implemented across the weekends. A cheaper rate could be applied for the weekends if the demand is less than on weekdays. | | ✓ | |
| | Encourage businesses to use the laneway parking for staff. Provide improvements to the laneways to increase the desire to park due to increased safety through design. | | ✓ | |
| Raphael Park PPP | Review the occupancy of the parking across the paid and time restricted parking areas to identify times of underutilisation and turnover rates. This will provide information needed to make parking management decisions to increase the utilisation and turnover of parking in the activity centre. | ✓ | | |
| | Review the lighting in the areas of parking near the underpass with a view to providing adequate lighting for the pedestrians parking in these streets to access McCallum Park. | | ✓ | |
| | As McCallum Park is developed, parking occupancy and turnover in the activity centre will need to be reviewed to allow for parking changes to be made that are appropriate for the changes in the demands of the area. | | | ✓ |
| Victoria Park Station PPP | Undertake regular reviews of parking occupancy and turnover of the activity centre which, will determine the parking demands and identify areas where long-stay parking is infiltrating residential streets. This information can be used to better manage the parking in and around Victoria Park Station. | ✓ | | |
| | Review the current short-stay on-street parking restrictions with a view to consolidating to one short-stay time restriction in areas of high demand for short-stay parking where no other off-street parking is available. | ✓ | | |
| | Advocate the State Government to provide more off-street commuter parking along Kitchener Avenue to reduce the overflow of commuter parking into the residential area. | | | ✓ |
| Technology Park PPP | Encourage Technology Park businesses to ensure all on-site parking is available for use by staff to remove some of the high demand for on-street parking and increase staff satisfaction. | ✓ | | |
| | Improve the safety of shift workers walking to their vehicles by upgrading lighting in highly pedestrianised streets within the Technology Park. | | ✓ | |
| | Encourage businesses to promote a car share arrangement for workers within the Technology Park who work similar shifts times. These workers could be guaranteed off-street bays as an incentive. | | ✓ | |
| | Advocate to the State Government for more frequent bus services to and from Curtin University to remove the demand for student parking within the Technology Park. | ✓ | | |
| Burswood Station East PPP | Implement short-stay parking restrictions across on-street parking in the area. | ✓ | | |
| | Implement on-street drop off and pick up areas near the station to encourage commuters to be dropped off rather than driving to the station and requiring a parking bay all day. | | | ✓ |
| | Provide off-street cycle parking throughout the activity centre to encourage cycling to the area rather than driving. | ✓ | | |
| | Regularly review the occupancy and turnover of parking in the area to determine changes in parking demands. This will help guide parking management decisions. | ✓ | | |
| | Investigate the parking demands with a view to implementing paid parking when the occupancy of the time-restricted bays reaches 85%. | ✓ | | |
| Lathlain PPP | Review the parking demands on event days to gather information to allow more efficient parking management for future events. | ✓ | | |

| PLANNING MECHANISM | REQUIRED ACTIONS | SHORT TERM 1-3 YRS | MEDIUM TERM 3-5 YRS | LONG TERM 5-10 YRS |
|---|---|---|---|---|
| | Use the parking information gathered to provide education to visitors of the available and preferred parking locations. | | ✓ | |
| | Encourage the West Coast Eagles management to provide incentives for catching the train to Victoria Park Station to attend Lathlain Park events such as including public transport travel costs in the ticket price. | ✓ | | |
| | Improve the streetscape from Victoria Park Station to Lathlain Park to encourage the use of other forms of transport which removes the need for more parking in the area. | ✓ | | |
| Carlisle Town Centre PPP | Advocate for the State Government to either construct pedestrian connections from the Carlisle Station to Archer Street or request funding to construct the pedestrian connections. | ✓ | | |
| | Consider removing on-street parking in strategic locations within Archer Street where other uses may be more valuable to help to create a more attractive and functioning 'Vibrant Street'. | ✓ | | |

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## 3.3 GENERAL PARKING MANAGEMENT

The Town currently provides various on-street and off-street public parking including:

- Marked and unmarked on-street parking.
- Off-street parking at most parks, sports facilities and community facilities.

Balancing parking supply and demand is central to the Town's management of parking. The Town's approach is to:

- Reduce the demand for parking through provision of sustainable alternative travel choices and education.
- Improve the operation of existing parking assets through the effective use of an intervention matrix.
- Measure the performance of planning mechanisms that are used to manage parking to ensure they are optimal.
- Provide additional parking supply in a cost-effective manner, utilising funds from paid parking.

The parking management techniques applied by the Town step through an action process as utilisation increases. The Town should:

1. Regulate through line marking and signs.
2. Apply, monitor, and modify time restrictions.
3. As appropriate
    a. Provide additional unpaid parking, or
    b. Apply paid parking to existing parking, or
    c. Provide additional parking and apply paid parking.

Intervention levels for each of these management options are included in the intervention matrix.

### On-street Public Parking

The Town is responsible for the management of all on-street parking in the Town. It is a community asset and as such must provide a Town wide community benefit. However, growth, land use change, the implementation of the movement and place framework, and other pressures require ongoing review of parking policy.

On-street parking provides for:

- Convenient access to street front small businesses.
- Activities with a regular turnover of parking.
- Temporary peaks in demand generated by surrounding development.
- General social and recreational activities in an area.

### Off-street Public Parking

The Town also manages a variety of existing off-street public parking sites and will continue to play a role in the provision and management of new off-street parking sites in the future. Additional parking supply will usually be provided as off-street parking.

Off-street public parking facilities are an important element of the overall parking supply and restrictions in these areas should seek to complement on-street restrictions, to achieve balanced outcomes for an area.

While the overall aim is consistency across the Town, there may be specific local issues that require different management strategies to be applied. In these cases, it is important that evidence-based decisions are used in relation to management of these sites.

The following off-street car parks are managed by the Town:

- Hubert Street Off-street Car Park (free)

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- King George Street Off-street Car Park (paid)
- GO Edwards Park Off-street Car Park (paid)
- Planet Street Off-street Car Park (free – 4-hour limit)
- Somerset Street Off-street Car Park (paid)

## Types of Parking Restrictions

The allocation of parking bays will incorporate an appropriate mix of parking types and controls to accommodate the parking needs of an area and to support the goal of maximising the place function of a street.

Types of parking restrictions applied in the management of parking include:

- Unrestricted parking.
- Use restricted parking.
- Time restricted parking.
- Paid parking.
- No parking.

The type of parking restriction used is determined using the intervention levels related to the parking levels of parking service. Figure 3-1 presents the evolution of different types of parking.

Figure 3-1 Flow Chart Depicting the Evolution of Parking Types




## Parking Levels of Service

Parking areas can be managed through the application of a variety of controls and demand management techniques that seek to provide an appropriate level of service to the community.

The challenge is to firstly determine the required level of service for different users, trip types and areas, and secondly, how to provide that level of service in a timely and effective way.

The Town recognises that individuals have different needs for different types of trips at different times. Theserequirements include:

- Proximity which considers how close parking needs to be to a particular destination and how sensitive the individual is to this distance.
- Duration which refers to how long a parking bay is needed. The length of time required reflects the purpose of the trip.

The Town attracts a high number of short-stay, medium-stay and long-stay visitors who provide an important contribution to the Town's economy.

People also need sufficient car parking to undertake a range of day-to-day activities. Shopping, personal business or a social activity which, typically require car parking for a short-stay and within proximity to a destination.

To provide an optimum use of public parking, it is generally desirable that an overall occupancy of between 65% - 85% be targeted within an acceptable and convenient distance from destinations. This provides a choice for drivers to match their planned activity to where they park and ensures availability of a bay.

Beyond 85% occupancy, there is a greater circulation by drivers looking for vacant bays. This causes inconvenience through delay and uncertainty, adding to traffic volume and potential congestion. This results in a likely perception that there is not enough parking. Occupancy of under 65% means the kerbside parking is underutilised which is a waste of resources.

When 65 - 85% occupancy is achieved and maintained, parking resources provide accessible and convenient parking to destinations while ensuring parking bays are available for newly arrived vehicles.

It may not be possible to easily achieve this desired level of service for all time periods of the day. This is where dynamic parking is an effective tool. The dynamic parking model allows for adjustments in the parking management to achieve between 65-85% occupancy at most times of day.

The availability of car parking and time limits needs to suit the purpose of the trip and the activities at the location. Levels of service for different trip purposes will therefore be considered relative to the intended duration of stay.

Short-stay parking (2P) will exist close to the intended destination, medium-stay parking (3P-4P) further from the destination and long-stay parking (greater than 4P) being accommodated further from the intended destination. For long-stay parking, a walk of five or more minutes is generally considered acceptable for stays over four hours. These catchments need to consider the scale, topography, movement and place street typologies and characteristics of the activity centre.

**Actions**

- Achieve target level of service for on-street public parking of 65-85% occupancy and for off-street public parking of 90% occupancy.
- Utilise the intervention matrix and corresponding planning mechanism to achieve level of service when it has exceeded the target level.
- Utilise the intervention matrix and corresponding planning mechanism to achieve level of service when it has dropped below the target level of service
- Regularly review levels of service for constantly changing places through the use of parking occupancy data from inground parking sensors or parking surveys to ensure the target goal of 65%-85% is met.

Parking management is only effective with the implementation of various planning mechanisms. Details of planning mechanisms available to the Town are provided in Section 3.4 together with suggested actions and intervention levels.

## 3.4 PLANNING MECHANISMS

There are various planning mechanisms that can be used to plan future parking, manage existing parking, encourage travel mode shift, and create revenue for improving sustainable travel initiatives. The planning mechanisms are detailed with appropriate actions herein. The intervention levels at which to implement these mechanisms are provided in the intervention matrix in Section 3.1.

The planning mechanisms include:

- Travel Mode Shift.
- Monitoring Parking.
- Dynamic Parking Model.
- Parking Benefits Districts.
- Enforcement.

- Regulation of private parking.
- Consolidated and shared parking.
- Parking Permits.
- User Restrictions.
- Parking on Movement Corridors.
- Off-street public parking investment.
- Parking ratios.
- Cash-in-lieu.
- Smart Parking Technology.
- Electric Vehicles.

## Travel Mode Shift

As outlined in the Transport Strategy, the Town will continue to support travel mode shift initiatives that reduce the dependence on private vehicles. A location that is well serviced by public and active transport means more attractive alternative travel options exist for people and a reduced need for parking can result.

Reduced reliance on private vehicles requires a significant improvement of the public transport network. The Town requires a coordinated approach with the State to link public transport improvement with parking demand management.

Successful travel mode shift initiatives deliver reduced parking demand through change to travel choice and are supported by appropriate infrastructure and services. Parking availability will be an increasing consideration in travel choice decisions. These initiatives would see a reduced reliance on private vehicles and reduced parking demand through an increased use of car sharing, ride sharing, carpooling, public transport, park and ride, walking and cycling.

## Actions

- Develop, implement, support, and inform travel demand initiatives with the aim of effectively reducing reliance on private vehicle trips to achieve a reduction in parking demand.
- Advocate to the State Government for continued improvement to public transport infrastructure and services.
- Provide and improve active transport infrastructure to motivate travel mode shift.
- Educate on travel mode choices to reduce reliance on the private vehicle and parking demand.
- Communicate the benefits of travel mode shift away from the private vehicle, even if only for short or local trips within the Town.

## Monitoring Parking

Monitoring of public parking occupancy and turnover is a critical tool for making evidence-based decisions to be applied to the intervention matrix. It will provide the level of utilisation in terms of occupancy and duration of stay. It will also provide data to monitor the success or otherwise of specific actions.

### Parking Sensors

Some areas within the Town are expected to change rapidly which will be reflected within the parking behaviours. These changes need to be monitored to allow for parking changes to be applied when intervention levels are met. Parking sensors allow for ongoing parking monitoring of occupancy and turnover which can be used to manage the ever-changing parking demands in the area.

### Parking Surveys

For areas within the Town that experience a less rapid change in parking behaviours, a more infrequent method of parking monitoring can be undertaken. Parking surveys will provide occupancy and other

information for a typical weekday and weekend day if required. This can be undertaken whenever the need for a survey is perceived to be useful for parking management in an area.

### Actions

- Install parking sensors in rapidly changing parking places within the Town to monitor parking occupancy and inform decision making using the intervention matrix.
- Undertake parking surveys in areas where the parking management is perceived to require further changes.
- Monitor the success of parking management improvements and planning mechanisms through the monitoring of before and after occupancy and turnover data.
- Celebrate parking management success through communicating the positive impacts of planning mechanisms to the community.

## Dynamic Parking Model

Fixed parking rates and times do not always result in the occupancy and turnover desired by the Town. A Dynamic Parking Model is a method of adjusting paid parking rates and times to maintain occupancy within ideal limits of 65-85% and frequent turnover of bays. This model will require the Town to obtain parking occupancy and turnover data to determine the intervention levels required for the implementation of dynamic parking within an activity centre.

### Actions

- Implement the dynamic parking model in areas of existing paid parking where occupancy and turnover of bays is not within the target limit of 65-85% as detailed in the intervention matrix.
- Decrease the parking fees by 50% for the times where the parking occupancy is less than 65%.
- Increase the parking fees by 50% for the times where the parking occupancy is more than 85%.
- Provide an increased free time period if needed to increase the occupancy of the bays during particular times.
- Set parking fees using 10c increments for ease of payment and acceptance.

## Parking Benefits Districts

Revenue from paid parking should be used to improve the places that produce the revenue. This concept is termed parking benefits districts, where the revenue derived from paid parking is allocated to improving sustainable travel alternatives, public realm, amenity and general liveability. This system will allow the Town to demonstrate tangible benefits of well-managed parking and promote the economic development, amenity and liveability of precincts where parking revenue is generated.

As demonstrated in this document, the cost of private vehicle parking is high. A user-pays system in strategic locations ensures that parking costs are distributed equitably while parking benefits districts ensure that any revenue is spent equitably.

Potential locations for Parking Benefits Districts may include Victoria Park, East Victoria Park, St James, Burswood South and Burswood Station East. Where paid parking is implemented in other precincts, a Parking Benefit District should be established.

### Action

- Council adopt and endorse a financial policy based on the following criteria;
    - Where parking income is generated, revenue should be reinvested in place, public realm, transport or parking improvements within that precinct.

- Parking revenue spent on transport improvements should be used to promote and facilitate sustainable transport modes or directed to other initiatives identified within the Transport Strategy that will directly benefit that precinct.
- Parking revenue allocated to improving the parking network should be aligned to place parking plans or be determined using the intervention matrix provided in this document.
- Parking revenue spent on public realm and place improvements should improve walkability, vibrancy and economic development within the precinct it was generated.

## Enforcement

Enforcement can be used to ensure turnover of parking bays, allowing equitable parking opportunity for all users. Increased enforcement is required when:

- Occupancy extends beyond signed restrictions.
- Changes to parking restrictions occur in an activity centre.
- Parking behaviour is inappropriate.

There are three methods of enforcement which include:

- Compliance.
- Education and compliance.
- Education.

Compliance focussed enforcement is where the main goal is to ensure residents and visitors are not overstaying to allow equal opportunity for all users.

Education and compliance focussed enforcement is where the main goal is to educate drivers regarding the parking restrictions and issue parking infringements as required. The parking officers walk the streets primarily to provide advice and information to drivers and secondarily to issue infringements as a last resort. This method provides drivers with the opportunity to learn about parking and to be better informed when travelling to the Town to park their vehicle. It also ensures that overstay parking is not encouraged through the issue of infringements when necessary.

Education focussed enforcement is where the parking officers walk the streets to inform drivers of the parking restrictions and help them to make good parking choices. No parking compliance is undertaken as the community are expected to respond well to the education surrounding the parking restrictions in place.

### Action

- Continue to implement the Education and Compliance focussed methods of enforcement allowing residents and visitors opportunity to learn and change behaviours before compliance is enforced.

## Regulation of Private Parking

Management of private property parking is the responsibility of the land owner but needs to be consistent with parking outcomes required to meet the needs of the activity centre. There are situations where owners of larger scale private parking may find it beneficial to have the Town regulate and enforce parking on the site.

Any request for the Town to undertake the regulation of parking on private property will be determined on a case-by-case basis following consideration of how the Town's involvement may help deliver the overall goals for parking management in the activity centre. Consideration will also be given to the measures taken to date by the owners to manage their parking. Any regulation will require a formal agreement and would be undertaken on a commercial basis.

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### Actions

- Regulation of private parking is to be dealt with on a case-by-case basis.
- The Town will only regulate private parking where there is a demonstrated benefit and will not have a significant negative impact on public parking assets and facilities.

## Consolidated and Shared Parking

Shared parking between several sites results in an overall reduced peak demand across the day rather than catering for individual land use peaks. The Town encourages developers to cooperate collectively or with the Town to develop alternative parking solutions. Consolidated parking leads to shared parking which creates a benefit by:

- Giving people a single point of parking supply with greater opportunity of finding a car park
- Providing developers with the potential to reduce the cost of their on-site parking.

The intended outcome is a developer provided and maintained area open to all people 24 hours a day, seven days a week. In response to the beneficial outcomes, the Town is to consider permitting a small reduction in the number of displaced consolidated parking bays on a case-by-case basis. Innovative solutions to creating consolidated parking outcomes will be considered.

### Actions

- Encourage developers to cooperate to create consolidated and shared parking in a single location.
- Consider permitting a small reduction in the number of parking bays to be provided in consolidated facilities on a case-by-case basis.

## Parking Permits

The Town will periodically review the use and issuing of all permits. The Town has previously issued business parking permits and residential parking permits based on strict criteria. Residential parking permit schemes are used by the Town where a residential property, does not comply with the on-site parking requirements of the State Planning Policy 7.3 Residential Design Codes (R Codes). Properties are ineligible for a Residential Permit if:

- They comply with the on-site parking requirements of the State Planning Policy 7.3 Residential Design Codes (R Codes); or
- The development approval concedes less than the required number of on-site parking bays under the R Codes

A permit does not guarantee that a vacant parking space will be available. The existing residential parking permit scheme will not be extended to new or improved activity centres with a goal of encouraging sustainable transport modes.

### Actions

- Issuing of business parking permits to be in line with existing adopted policy.
- Issuing of residential parking permits to be in line with the existing adopted policy.
- Residential parking permits are not to be extended to new or improved activity centres.
- Regularly review all permit types and their applications in line with future place planning.

## Use Restrictions

The Town is responsible for allocating public parking spaces to specific use. Typically, between 5% and 10% of the spaces may be allocated to specific use types. These use restrictions relate to the designation of

parking spaces for specific use and vehicle types and are impacted by the movement and place street typology.

The typical categories applied include:

- Loading zones
- Accessible parking
- Taxi parking
- Bus parking
- Motorcycle parking
- Other.

### Actions

- Provide Loading Zones in convenient locations to serve local business, commercial and retail activities only when off-street loading is not available.
- Provide safe and easy to use Accessible Parking in commercial and mixed-use areas.
- Consider Taxi Parking in locations where there is a demonstrated high public demand for taxis.
- Consider Night-time taxi stands in areas where there is high night-time activity and include the use of loading zones or bus stops.
- Provide Bus Parking along designated scheduled bus routes in consultation with the State Government as detailed in the Strategy.
- Provide Motorcycle Parking subject to demonstrated demand in areas that are not suitable for regular car parking.

## Parking on Movement Corridors

The Strategy identifies the movement and place street typology of roads within the Town. The key transport corridors in the Town are called ‘movement corridors’ which provide safe, reliable, and efficient movement of people and goods between regions and strategic centres while mitigating the impact on adjacent communities. These roads will continue to provide a high movement function within the Town and there may be a need to consider removal of some kerbside parking to accommodate future transport growth along some roads. Other 'Movement Corridors' may see a change in street typology, and in response, parking may be converted to other uses including bus stops, loading zones, car share bays and streetscape improvements.

### Actions

- Existing on-street parking located along 'Movement Corridors' will be considered for removal or change of use if there is a justified need.
- Consider the removal of on-street parking on a case-by-case basis, based on a detailed consideration of the place plans for the activity centre and the movement and place street typology.

## Off-Street Public Parking Investment

The investment in additional off-street parking facilities will only be considered when the levels of service for parking are not being met, despite implementation of a range of parking planning mechanisms.

The integration of parking requirements with the planning for other transport modes needs to maximise the potential of the Town’s investment. Provision of additional parking supply as either an at-grade site or changing an at-grade site to a multi-storey facility is a costly exercise. Revenue from paid parking with each activity centre will be used to fund the additional supply through the concept of Parking Benefits Districts which is detailed in this plan. The Town needs to control the pricing and regulation of any new off-street public parking to manage and influence parking outcomes and operation of an activity centre and across the Town to best protect community interest.

The construction of additional supply will be deemed as a last resort after all other parking measures have been exhausted and proved unsuccessful in restraining parking demand and encouraging transport mode shift. The guiding principle is to manage the existing parking infrastructure more efficiently in response to increasing demand. Increasing supply for long-stay parkers should only be considered remote from the activity centres.

### Actions

- Implement new off-street parking supply once level of service is not met despite the use of exhaustive parking planning mechanisms.
- Adopt a strategic and commercial approach to the location and size of new off-street parking facilities to ensure the investment is a benefit to the economy of the Town.
- Commit Parking Benefits District revenue to fund new off-street parking facilities.
- Ensure location and operation of any new off-street parking facility continues to encourage sustainable travel choices above the use of the private vehicle.

## Parking Ratios

Parking management aims to provide an appropriate mix of public and private off-street parking supply. Private parking and its provision are important elements for holistic Town-wide parking outcomes.

It is expected that development:

- Provides private on-site parking for its staff and customers in accordance with the Town of Victoria Park Planning Scheme
- Encourages staff to use sustainable transport options such that public parking demand is not impacted through the provision of end of trip facilities.

Historically, minimum parking ratios have been used to provide adequate on-site parking for new developments. With the goal of reducing private car usage, maximum parking ratios have been introduced to provide a limit on the supply of parking in Town centres. The provision of alternative transport choice end of trip facilities is required to be provided as an encouragement for staff to move from using their private vehicle to an alternative travel mode.

### Action

- Provide maximum parking ratios for developments to ensure an oversupply of parking is not provided in the activity centres.

## Cash-In-Lieu

Cash-in-lieu is a one-off fee paid to the Town by developers when they cannot meet the minimum parking ratios for their development. This fee is based on the cost to provide a parking space using current land costs in the development and the construction costs to build the required parking. These funds will be used to develop future parking infrastructure.

### Action

- Provide a cash-in-lieu formula to determine the appropriate fee to be paid by developers when they cannot meet the minimum parking requirements for their development. The fee will cover all costs in providing other available parking.

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## Smart Parking Technology

One key to the successful application of the Parking Management Plan will be the incorporation of integrated smart parking technology throughout the Town.

Integrated smart parking technology will greatly improve the customer experience by making it easier to find car parking sites and available spaces and, provide flexible options for payment. These technologies will also improve the efficiency and effectiveness of parking enforcement and management as well as future planning with more frequent, current, and accurate data.

Integrated parking technologies benefit both the Town and users and, have enabled a re-think of the policies that determine how parking is bought, managed, priced, and charged.

Some benefits of improved technology and information availability include:

- Smart phone Apps allowing people to source information to make parking an easier experience (e.g., advice on parking restrictions, payment, reminders of expiry time, reducing vehicle circulation time)
- Real-time information for users including parking availability prior to travel or when arriving at the destination.
- Responsive directional signage and guidance systems that lead drivers to nearby areas with available parking
- New and easy payment methods where paid parking applies (e.g., ticketless 'tap and go', cash, card, QR code and phone pay/top up options)
- SMS service to mobiles to avoid overstaying
- Less traffic congestion and carbon emissions
- Improved, more efficient and more accurate management of enforcement staff through real-time transmission of non-payment or overstay offences rather than seeking them out.
- Better data collection and analysis on a bay-by-bay basis to improve management and planning (e.g., recording occupancy and duration of parking)
- Opportunities for multifunctional on-street parking sentinels that can sell public transport tickets, book taxis, or provide tourist information.

Care should be taken when introducing parking related smart technology given the initial and ongoing costs and the short life cycle of technology which leads to potential redundancy.

There is rapid change occurring in other transport technologies globally that will also impact upon future vehicle use and parking needs. These include:

- Driverless vehicles
- Electric vehicles with in built smart technology.
- Car share schemes
- Real time public transport information systems linked to mobile apps.

These technologies are emerging and will mature over time. The Town should adopt appropriate technologies and devise its approach to parking accordingly.

The Town is committed to the implementation of smart technology and will trial some of these prototype systems.

### Actions

- Implement appropriate technology to benefit drivers and to provide responsive and informed parking management.
- Integrate technologies for the management of parking operations, enforcement, and communication.
- Improve the collation and analysis of parking related information.
- Constantly monitor global transport technology changes

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### Electric Vehicles

Electric vehicles are fast becoming a popular choice of vehicle for Australians including those in the Town. These vehicles require charging stations and as more vehicles are in circulation throughout the Town more vehicle charging stations will be required.

### Actions

- Collaborate with RAC and the State Government to facilitate appropriately located electric vehicle charging stations in strategically located parking bays within the Town.
- Support and encouragement developers to include electric vehicle charging stations within their off-street car parks.

### School Parking

A short period of congestion is often experienced on-street around schools during drop-off and pick-up times. Most parents or caregivers only require a very short time to drop-off or pick-up resulting in high turnover of vehicles. To achieve efficient circulation of traffic, well designed facilities are required.

Parking for school staff and visitors should be provided by the educational institute in off-street parking on site.

### Actions

- Advocate for State and privately-owned schools to provide their own parking supply off-street for staff and visitors.
- Work with schools to optimise vehicle circulation through drop-off and pick-up areas.
- Require all new schools to provide their own off-street staff and visitor parking and drop-off and pick-up areas.

### Event Parking

Short-stay parking demands can exceed supply during events. Parking for these short-stay events cannot be provided for but must be well managed. Temporary parking arrangements should be implemented, and alternative travel modes should be encouraged.

### Actions

- Encourage event organisers to use and promote alternative travel modes to the private vehicle.

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## 3.5 PERFORMANCE MEASUREMENT

The effectiveness of parking management is essential when making changes or improvements to parking.

When parking controls are changed, the benefits can be determined using the methods of monitoring contained within the intervention matrix. The data of occupancy and turnover is gathered using a combination of parking sensors and parking surveys. This data needs to be recorded and analysed before the changes are made to the parking and then further data is to be recorded and analysed after the changes have been made. The success or otherwise of the parking management intervention will then be used to inform future decision making. Ongoing performance measurement will be required in certain areas to identify if the effectiveness of the change where a new or improved change needs to be made.

Another performance measurement is to listen to the community through community consultation or community response provided to the parking officers. This qualitative feedback can provide information to help with decision making for future parking management changes or improvements.

The alignment with the vision of the PMP and the Strategy are an overall performance measure to ensure strategy goals and vision are being achieved through parking management changes. All parking management decisions should be linked to the goals and objectives of the Town.

### Actions

- Determine performance measurements of parking changes through monitoring of parking occupancy and turnover. Analyse data from before and after the parking changes were made to check if occupancy goals have been met.
- Gain qualitative performance measurement information regarding parking changes through community feedback via parking officers or direct communication to the Town.
- Compare the results of the parking management planning mechanism to the goals and objectives of the Town in the PMP and the Strategy

## 3.6 ADVOCACY AND EDUCATION

### Advocacy

Advocacy and Education are important methods of improving the available travel options and encouraging people to travel sustainably throughout the Town.

The State Government manages all public transport infrastructure and services within the Town of Victoria Park. They will often make changes to State owned public transport infrastructure within the Town. These changes impact the local parking environment and provide opportunity for the Town to request assistance.

Public Transport service needs change over time. Often the local government is best placed to advise on required changes to frequency and route planning of services due to their close contact with the community. These changes impact the location of parking provisions on-street and encourage the reduction in parking bays due to the increased uptake in public transport.

### Actions

- Request the State Government extends their project to include beneficial parking projects within the vicinity of their project that will enhance the whole area for all users.
- Request the State Government assists the Town in funding parking projects adjacent to their project.
- Advocate on behalf of the travelling public for more frequent public transport services and any route changes for bus services.
- Advocate for any proposed new bus routes to assist in transport mode shift.

## Education

Despite every driver being a parker, the broader environmental, economic, and social impacts of parking are rarely understood or appreciated by users, unlike their understanding of the effects of vehicle use. The Town has provided some easy-to-understand videos on the website explaining the how and why of parking.

The community need to understand that:

- Drivers cannot expect unlimited parking close to their destination.
- Unlimited supply has environmental, social, and economic drawbacks.
- Parking needs to be sustainable.
- There is a cost for the provision of parking.
- Parking users need to contribute to the cost of parking infrastructure equitably.
- Net surplus from parking services is to be reinvested into improving access and transport infrastructure.

The Town has a Business Advisory Group that is consulted on parking matters. The businesses need to know that the Town is working with them to encourage turnover of bays which provides more customers for their businesses.

## Actions

- Continue to provide communication surrounding the unsustainability of current parking practices within the Town and the benefits to the residents of the parking management.
- Require parking officers to inform visitors and residents of the most suitable parking opportunities for their needs and encourage the use of sustainable transport options.
- Advise the Business Advisory Group of the effectiveness of parking management through evidence-based data to show that the parking management is successful.

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# 4 PLACE BASED INITIATIVES

Each activity centre within the Town has unique characteristics with respect to land use and parking. To address this, individual parking management plans have been established for 10 key places within the town. The parking landscape within these places will change in the future with some 'Movement Corridors' within the activity centres changing movement and place street typology to become 'Vibrant Streets' or 'Streets for People'. This change will play an important role in achieving the Town's vision as a *Dynamic Place for Everyone.*

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## 4.1 OATS STREET PARKING PLAN




The Oats Street activity centre covers parts of Oats Street, Somerset Street, Bank Street, Read Street, Withnell Street, Tuckett Street, Beatty Avenue, Carnarvon Street and Rutland Avenue. The major land use in this activity centre is residential with light industrial, commercial, and retail on the fringes. Within this activity centre is Oats Street Station with the South Metropolitan TAFE Carlisle Campus to the south of the station on Bank Street. The Aqualife Centre is located to the southwest of the TAFE.

Oats Street is currently a 'Movement Corridor' within the Town. The Town has identified the future movement and place street typology of Oats Street to be a 'Vibrant Street'. This will create a more liveable environment in and around the Oats Street Station, while still facilitating a high movement function. Additionally, the Inner Armadale Level Crossing Removal Project will see the grade separation of the existing Oats Street level crossing and the transformation of the land under the rail viaduct adjacent to a portion of Rutland Avenue as a ‘street for people’.

### Observations

Oats Street has competing parking demands from commuters, TAFE students and staff, residents, and businesses. The bus transfer station location has competing traffic demands with drivers looking for parking bays. The plans to relocate the bus transfer station to the other side of the station will allow ease of access for buses as the interactions with private vehicle searching for parking will be reduced. There are numerous pedestrians in the area and there needs to be a focus on improving pedestrian connectivity. The METRONET project to remove the level crossing at Oats Street will ease the traffic congestion, improve circulating to find parking and provide more accessible and safe pedestrian facilities in the area.

### Actions

- Advocate for the State Government to either construct pedestrian connections from the Oats Street Station across Bank Street, as part of their Oats Street level crossing removal project or, provide funding for the Town to construct the pedestrian connections.
- Encourage the Aqualife Centre to install boom gates to manage their parking and prevent all day parkers for the TAFE or commuters from using the short-stay off-street bays.
- Reduce the off-street parking fee within the Somerset Street Carpark to encourage drivers to park in the car park rather than cruise the streets searching for a vacant on-street bay.
- After the Somerset Street Carpark fees have been reduced, review the parking occupancy and turnover of the vehicles off-street and on-street in the area. Use this information in conjunction with the intervention matrix to make changes to the time restrictions both on-street and off-street in the area to best manage the parking.

## 4.2 EAST VICTORIA PARK PARKING PLAN




East Victoria Park is a vibrant and diverse place covering the central spine of the Albany Highway and adjoining side streets from Shepperton Road to Kent Street which are primarily residential areas. The Albany Highway strip attracts people from across the town and beyond and the largest shopping centre in the Town is in East Victoria Park on the Albany Highway.

Under the movement and place framework, Shepperton Road is currently a 'Movement Corridor' within East Victoria Park. Additionally, the Albany Highway and sections of Basinghall Street and Sussex Street have the function of 'Vibrant Streets'. The Strategy has identified the future movement and place street typology to 'Streets for People' function for the Albany Highway between Basinghall Street and Dane Street, Basinghall Street adjacent to the Albany Highway and Etwell Street. This change will make East Victoria Park a more attractive place to visit.

### Observations

The area is a high demand parking area with high turnover due to the presence of the cafes and restaurants. The car free day that was held last year on the Albany Highway within East Victoria Park was hugely successful. The collaboration of the Town with the Vic Park Collective to facilitate this event has shown the community that the Albany Highway precinct in East Victoria Park can be converted to a 'Vibrant Street' that can be enjoyed by residents and visitors.

### Actions

- Reduce the parking time restrictions along the Albany Highway between Basinghall Street and Dane Street to 2P paid parking to allow for more turnover of vehicles in this high demand parking area.
- Monitor the parking along the Albany Highway between Basinghall Street and Dane Street and the section of Basinghall Street adjacent to the Albany Highway to determine if the target occupancy levels are being met. Use the intervention matrix to determine any changes required to the parking fees in the area using the dynamic parking model.
- Remove parking bays as required to provide pedestrian connectivity opportunities along the Albany Highway to plan for the 'Streets for People' function.

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## 4.3 VICTORIA PARK PARKING PLAN




Victoria Park is the heritage heart of the Town and extends along the central spine of the Albany Highway covering side streets north and south of the Albany Highway. Within the activity centre there are cafes, restaurants, shopping centres and other retail.

The street typology of Shepperton Road is a 'Movement Corridor', and Albany Highway is a 'Vibrant Street'. The Strategy has identified the movement and place street typology of the Albany Highway between Teddington Road and Harvey Street to be a 'Streets for People' in the future. Like the East Victoria Park changes, this will help to create a more welcoming environment for residents and visitors to Victoria Park.

### Observations

The area is highly popular due to its cafes, restaurants and retail. Short-stay parking within the area is in high demand. Plans for the Albany Highway, Rushton Street and Mackie Street intersection will involve the removal of some parking bays to create a more pedestrian friendly place. This project will be undertaken under the Old Spaces, New Places initiative which will assist in revitalising the Heart of the Town Centre.

### Actions

- Reduce the parking time restrictions along the Albany Highway between Teddington Road and Harvey Street to 2P paid parking to allow for more turnover of vehicles in this high demand parking area.
- Monitor the parking along the Albany Highway between Teddington Road and Harvey Street to determine if the target occupancy levels are being met. Use the intervention matrix to determine any changes required to the parking fees in the area using the dynamic parking model.
- Remove parking bays as required to provide pedestrian connectivity opportunities along the Albany Highway near the Rushton Street/Mackie Street intersection to plan for the 'Streets for People' function.
- Review the parking fees in the off-street car parks to provide consistent hourly and daily parking rates for the off-street paid parking.

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## 4.4 BURSWOOD SOUTH PARKING PLAN




The Burswood South activity centre is situated between the Great Eastern Highway and Shepperton Road along Burswood Road. Burswood South is home to numerous businesses and residents with GO Edwards Park to the north. The Strategy has identified that the Burswood South 'Movement Corridor' of Burswood Road will change its movement and place street typology to a future 'Vibrant Street'.

### Observations

An Old Space New Place project is occurring in Burswood South with the aim of revitalising the area. This includes streetscape improvements to create an attractive and safe environment for users. There is limited to no parking required currently at night due to the lack of land use activities at night.

### Actions

- Investigate the areas that are most underutilised, 2P or P ticket through investigation of parking occupancy data to determine what demand there is for parking on-street in the area. Apply this information to the intervention matrix to determine any parking changes.
- Ensure off-street paid parking is a cheaper rate to provide an incentive for drivers to park in the off-street parking areas, leaving the more desirable on-street bays for the short to medium-stay parkers.
- Review the parking utilisation on the weekends to determine if the parking restrictions and paid parking should be implemented across the weekends. A cheaper rate could be applied for the weekends if the demand is less than on weekdays.
- Encourage businesses to use the laneway parking for staff. Provide improvements to the laneways to increase the desire to park due to increased safety through design.

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## 4.5 RAPHAEL PARK PARKING PLAN




Raphael Park activity centre is bound by the Albany Highway, Canning Highway and Washington Street. The area includes businesses, high density residential, medium residential and three local schools. Raphael Park activity centre is across the Canning Highway from McCallum Park which is a highly popular park with various recreational opportunities.

### Observations

Traffic and parking is an issue around school pick-up and drop-off times due to the large number of schools in the area. Parking officers monitor the area 2-4 times per week using an educational approach to encouraging compliance.

### Actions

- Review the occupancy of the parking across the paid and time restricted parking areas to identify times of underutilisation and turnover rates. This will provide information needed to make parking management decisions to increase the utilisation and turnover of parking in the activity centre.
- Review the lighting in the areas of parking near the underpass with a view to providing adequate lighting for the pedestrians parking in these streets to access McCallum Park.
- As McCallum Park is developed, parking occupancy and turnover in the activity centre will need to be reviewed to allow for parking changes to be made that are appropriate for the changes in the demands of the area.

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## 4.6 VICTORIA PARK STATION PARKING PLAN




The activity centre of Victoria Park Station covers Duncan Street from Albany Highway to Kitchener Avenue and adjoining side streets. Victoria Park Station is located near the intersection of Duncan Street and Kitchener Avenue. The area includes one school, residential housing, and some businesses.

### Observations

There are limited parking restrictions around the Victoria Park Station. The area is utilised by high school students walking and cycling to school from the Station. There is a low tree canopy in the area which discourages pedestrian activity. The Strategy has an action to implement a streetscape improvement plan for Duncan Street to improve the attractiveness of walking and cycling.

### Actions

- Undertake regular reviews of parking occupancy and turnover of the activity centre which, will determine the parking demands and identify areas where long-stay parking is infiltrating residential streets. This information can be used to better manage the parking in and around Victoria Park Station.
- Review the current short-stay on-street parking restrictions with a view to consolidating to one short-stay time restriction in areas of high demand for short-stay parking where no other off-street parking is available.
- Advocate the State Government to provide more off-street commuter parking along Kitchener Avenue to reduce the overflow of commuter parking into the residential area.

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## 4.7 TECHNOLOGY PARK PARKING PLAN




The Technology Park activity centre is bound by Hayman Street and Kent Street and includes Jarrah Road and other streets. The Technology Park is bounded by the South Metropolitan TAFE, Bentley Campus to the east and Curtin University and the Perth Hockey Stadium to the south. All of these generate high parking demand. The Technology Park is surrounded by the 'Movement Corridors' of Kent Street and Hayman Road.

### Observations

There are numerous complaints regarding lack of parking within the Technology Park. With other competing demands for medium- to long-stay parking adjacent to the Technology Park, the available parking is often utilised well for most of the day. Of note are the Curtin University students who can park in the Technology Park for free rather than pay to park within the university grounds. There are no timed parking restrictions in place. The Technology Park is a pedestrian barrier limiting the walkability between the Town and the University.

### Actions

- Encourage Technology Park businesses to ensure all on-site parking is available for use by staff to remove some of the high demand for on-street parking and increase staff satisfaction.
- Improve the safety of shift workers walking to their vehicles by upgrading lighting in highly pedestrianised streets within the Technology Park.
- Encourage businesses to promote a car share arrangement for workers within the Technology Park who work similar shifts times. These workers could be guaranteed off-street bays as an incentive.
- Advocate to the State Government for more frequent bus services to and from Curtin University to remove the demand for student parking within the Technology Park.

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## 4.8 BURSWOOD STATION EAST PARKING PLAN




Burswood
Station East activity area is bound the Graham Farmer Freeway, Great Eastern Highway and Victoria Park Drive. The Town's goal is to regenerate the area from a service and industrial precinct into a transit-oriented development that is pedestrian friendly due to its proximity to Burswood Peninsula and the popular Albany Highway. As part of the planning for the redevelopment of the area near Burswood Station the Town commissioned the Burswood Station East Parking Supply and Management Plan.

The movement and place street typology in the Strategy identified Victoria Park Drive as a 'Movement Corridor' within the Burswood Station East activity centre.

### Observations

The redevelopment plans for the Burswood Station East area includes an upgrade to "Urban Avenue" portions of Goodwood Parade, Stiles Avenue and Griffiths Street in accordance with the concept plan in the Burswood Station East Planning Framework. Residential development in the area includes the provision of 1 parking bay per dwelling and the Town will not allow residential parking permits in the area. The goal is to inform new residents that they are sacrificing parking if they move to the area. Various other transport options will be available due to the location of the Station and plans to improve the streetscape for pedestrians and cyclists.

### Actions

- Implement short-stay parking restrictions across on-street parking in the area.
- Implement on-street drop off and pick up areas near the station to encourage commuters to be dropped off rather than driving to the station and requiring a parking bay all day.
- Provide off-street cycle parking throughout the activity centre to encourage cycling to the area rather than driving.
- Regularly review the occupancy and turnover of parking in the area to determine changes in parking demands. This will help guide parking management decisions.
- Investigate the parking demands with a view to implementing paid parking when the occupancy of the time-restricted bays reaches 85%.

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## 4.9 LATHLAIN PARKING PLAN




The Lathlain activity centre is a residential area bounded by Great Eastern Highway, Orrong Road, Roberts Road, and the Perth-Armadale railway. Two main streets are Lathlain Place and Gallipoli Street, and Lathlain Park (Mineral Resources Park) is in the area and is the headquarters for the West Coast Eagles.

Orrong Road is identified as a 'Movement Corridor' in the area. The Strategy has identified the change of movement and place street typology of Lathlain Place and a portion of Gallipoli Street to become future 'Streets for People'.

### Observations

There are sections of 4P parking near Lathlain Park, but McCartney Crescent is unrestricted. On event days at Lathlain Park, the demand for parking in the surrounding streets is high. The Lathlain Park development in the area continues to create large areas of unrestricted parking. The residents who live around the park become frustrated at the parking behaviours of visitors on game days.

### Actions

- Review the parking demands on event days to gather information to allow more efficient parking management for future events.
- Use the parking information gathered to provide education to visitors of the available and preferred parking locations.
- Encourage the West Coast Eagles management to provide incentives for catching the train to Victoria Park Station to attend Lathlain Park events such as including public transport travel costs in the ticket price.
- Improve the streetscape from Victoria Park Station to Lathlain Park to encourage the use of other forms of transport which removes the need for more parking in the area.

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## 4.10 CARLISLE TOWN CENTRE PARKING PLAN




Carlisle is a primarily residential area focused around a vibrant local centre on Archer Street. The neighbourhood offers a great lifestyle with a range of housing choices, well-connected to the Perth CBD and beyond by two train stations, and multiple lifestyle outlets on its doorstep. There are plenty of places to walk including green spaces such as Fletcher Park and the new Zone 2X.

The Strategy has identified Orrong Road as a 'Movement Corridor' and Archer Street as a 'Vibrant Street' within the movement and place street typology. The Mint/Archer Street level crossing removal will include improvement projects such as protected cycling infrastructure, shared road space, dwelling street space, efficient movement of people via public transport and significant vegetation coverage.

### Observations

As part of the IALXR Project, Carlisle Station will be redeveloped including revitalised station precincts and new station access infrastructure. Archer Street is increasingly gaining focus as the vibrant centre of Carlisle.

### Actions

- Advocate for the State Government to either construct pedestrian connections from the Carlisle Station to Archer Street or request funding to construct the pedestrian connections.
- Consider removing on-street parking in strategic locations within Archer Street where other uses may be more valuable to help to create a more attractive and functioning 'Vibrant Street'.

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# APPENDIX A REVIEW OF BACKGROUND INFORMATION

## A.1 PREVIOUS REPORTS

The existing PMP and Integrated Movement Network Strategy are the reports required to be updated. An overview of these documents is provided below.

### Town of Victoria Park PMP

This Plan provides a framework for the implementation of parking management changes to specific areas and future parking management activities. It consists of an analysis of seven hotspots, each consisting of:

- A look into the current parking environment, such as the stakeholders, transport, available parking, and the main parking problems in the area
- Analysis of current information on the hotspot such as reports from consultation and data
- Recommendations on parking management changes (such as technologies and techniques)
- A plan of implementation for these changes
- A plan of how to monitor and review the impact of applying changes

Parking management issues:

- 'Significant' amounts of illegitimate parking
- Moving of vehicles to avoid enforcement.
- Variations between existing parking restrictions throughout ToVP.
- Short-stay parking being dominated by all day parking in some areas.
- Cycle routes running nearby parking areas with little clarity.

Many of the solutions to these problems involve either changing the time restrictions in certain areas, mainly to 2P parking, providing free parking in specific areas, or changes to the pricing of parking in the car parks. It also includes the use of best practice technology for enforcement and the use of revenue raised by enforcement to be put back into the area.

### Integrated Movement Network Strategy

This is a strategic document that intends to provide a framework to guide the development of a multi-modal transport network to improve accessibility for all and facilitate sustainable and active travel. It defines the regional framework of the town as well as what can be changed in this framework, a local framework that responds to the regional framework while also providing for future local needs and aspirations, identifies issues and strategies that should be focused on for the next 20 years, and provides a guide on what to prioritise council resources and lobbying power on within the strategy. The strategy adopted includes:

- A focus on limited improvements to balance the needs of traffic.
- The direction of resources and revenue used in public transport to be used to greatly improve infrastructure (such as light rail), developmental requirements and preserve current rail networks for the possibility of future expansion.
- Supporting active management of parking supply whilst monitoring and adjusting future supply
- Giving greater priority for pedestrians and cyclists, their accessibility, and their facilities and infrastructure
- Adopting a proactive approach to transport planning

In regard to parking, the strategy consists of eight different elements:

1. Supporting the strategies outlined in their management plan.
2. Adopting a parking hierarchy

3. Supporting the use of off-street parking limits
4. Developing more stringent parking restrictions for new developments to encourage the use of more sustainable modes.
5. More proactive management of parking within the town
6. Support new on-street parking based on the parking hierarchy, with a focus on ACROD parking provision.
7. Ensure that new off-street parking supply is informed by data and support alternative modes of transport.
8. Use revenue collected from parking management policies to go in the integrated movement network strategy.

## A.2 PLANS, SCHEMES AND STRATEGY DOCUMENTS

The Town has produced various plans, schemes and strategy documents that refer to parking and its impacts on the sustainability and streetscapes of the Town. These documents have been reviewed and the information is considered in the recommendations of this PMP.

### Public Open Space Strategy

The public open space strategy provides the ToVP on equitable provision, access, type and quality of Public Open Space (POS). It is a key reference document that informs the Town on its current and future direction of its public open space. In relation to parking, the vision of the town includes equitable access to POS as well as a connected POS network, both of which can be affected by decisions on the management of parking. Examples include the consideration of Belmont Park as a large scale, inner-city, high density development should include active sporting facilities, noting that the current plan not allowing sufficient space for these facilities, which may have a flow on effect upon the supply of parking in that area and its possible reduction.

### Town Planning Scheme

This Scheme was prepared for the purpose of controlling and guiding development and growth in a responsible manner that can also respond to change. In relation to parking, it refers to a separate policy. The policy covers the principals, policies, and any additional matters related to developing parking in the town.

The objectives of this parking policy are to ensure adequate provision of parking for various services, facilities, and residential developments and to efficiently manage parking supply and demand, ensure that the environmental and amenity objectives in the town planning scheme are not prejudiced, maintain secure and attractive parking facilities, and to provide guidance on the development and design of parking facilities within the Town.

### Urban Forest Strategy

The urban forest strategy was developed in response to community concerns about the levels of tree cover throughout the town, with around a total canopy cover of 10% in 2016. The plan aims to increase the tree canopy to 20% by protecting existing tree and undertaking a mass tree planting program.

The impact this strategy will have on parking will include suggestions to reclaim parking bays for tree planting as well as changes to the design code of parking which may require landscaping in external car parks to include shade trees, which may have a small impact on the cost and maintenance of the car parks.

### Place Plans – Town of Victoria Park

These place plans summarise the plans and strategies for the ToVP. It addresses parking in Action 1.14 stating:

- That the Town's PMP is due for a review and parking revenue requires a clearer expenditure plan.

- The town had adopted a dynamic parking management approach which requires a review and a parking benefit strategy to be included in the review to guide expenditure of parking revenue.
- The PMP is in need of an update and include a parking benefit strategy.
- It is categorised to be part of a plan to reactivate the local economy, be part of the new and revived local economy and be a significant contributor to the Town's climate change adaptation and mitigation efforts.

### Corporate Business Plan

This plan was developed as part of the town Strategic Community Plan. It is a 5-year planning document that documents some of the deliverables the ToVP has promised in its Strategic Community Plan, outlines of 27 service areas in which to deliver the outcomes outlined in the strategic community, and a list of major projects that will be undertaken within the district.

It stated that hotspots 1, 4, 5, and 6 identified in the PMP have been reviewed as well as the management of Hubert Street car park and the Parking Permit Policy, with hotspots 2 and 3 going under review in 2020. It is planning to:

- Review parking hotspots 1, 4, 5, and 6 and the parking around Burswood Station again
- Develop a parking benefits strategy over the next 2 years.
- Conduct a review of parking operations.

### Strategic Community Plan

This plan is the principal strategy and planning document that reflects what the community wants. It will be used to guide local government on what to prioritise in the short and long-term future of the town and inform other strategies and plans. While it does not address parking directly, survey results show that traffic management, parking and streetscapes were ranked the highest priority issue by people in the town. It has also stated there will be a focus on sustainable transport and rail networks in the plan, with more focus on public transport networks, cycling and walking throughout the town.

### Previous Policies and Actions

Recommendations from the PMP were implemented in 2014 and 2015 across the Town of Victoria Park. These include upgrading and installation of lighting, ACROD bays, upgrade and installation of kerbing, car park bay line marking, parking nibs, footpath installation and upgrades, along with more major works including car park upgrades and expansion of car parks.

These parking infrastructure projects were partly funded from the revenue of parking infringements.

Since the PMP, the Town has committed to the review of each of the identified hotspot areas. In 2015 reviews of the Oats Street Area, Burswood Area and Raphael Park Area were undertaken, and, in response, amendments were made to the paid parking fees and timed parking restrictions.

### Historical Data Analysis

Data for 2017, 2018, and 2019 were selected for analysis as occupancy rates for 2020 greatly decreased due to the COVID-19 pandemic.

Though infrequent, the Town has undertaken regular utilisation surveys of its parking inventory, as scheduled in the Town's corporate business plan. The following data was provided to determine utilisation and compliance as well as customer feedback relevant to utilisation:

### Legal Occupancy Report 2017,2018,2019

This data is derived from the parking machines reporting system, however six months of data for 2019 was not recorded. This data distorts the calculation of occupancy. For example, it records occupancy as being

more than 100% in some areas. The main reason for this is drivers may not stay for the whole duration they have paid for. A driver may choose to purchase a ticket for two hours to only stay for one and a half, where another driver may take up that spot and repeat the same process as the previous driver. Additionally, occupancy may still occur illegally. Drivers may still choose to occupy a bay without paying for a ticket.

Furthermore, the legal occupancy does not record any data outside of 8.00am to 7.00pm, where the occupancy rates in some areas with the parking sensors installed is still high, whilst the legal occupancy rates indicate there is no occupancy occurring within these areas. The result is the data will be skewed.

### Summary of Infringements 2017,2018,2019

This report summarised the data downloaded from the hand-held units used by the officers to issue infringements. It contained all parking and road related infringements. Only those infringements specific to parking overstays were extracted to determine current levels of compliance. Six months of infringement data was also not available. The results are presented in Section C5 of the Appendix.

### Parking Sensor Occupancy Data Nov/Dec 2020, Jan 2021

This accurate data is derived from the Parking Sensors, installed along Albany Highway, reporting system, and was only provided for three months in 2020 and 2021.

### CRMS Complaints Register 2016-2020

All parking related complaints and issues raised by customers were provided from the Town's Customer Relationship Management System (CRMS) for the period 2016-2020. Those complaints relating to parking overstays were extracted and summarised for each activity centre in Section C5 of the Appendix.

### Validation of Data

To check the accuracy of the legal occupancy data, it was compared with the parking sensor data for two street segments along the Albany Highway. The results of the comparison are presented in Figure 4-1 and Figure 4-2. These graphs highlight the inaccuracy of the legal occupancy data and shows it greatly inflates prevailing levels of utilisation.

Figure 4-1 Comparison of Legal Occupancy and Parking Sensor Data Hampshire Street

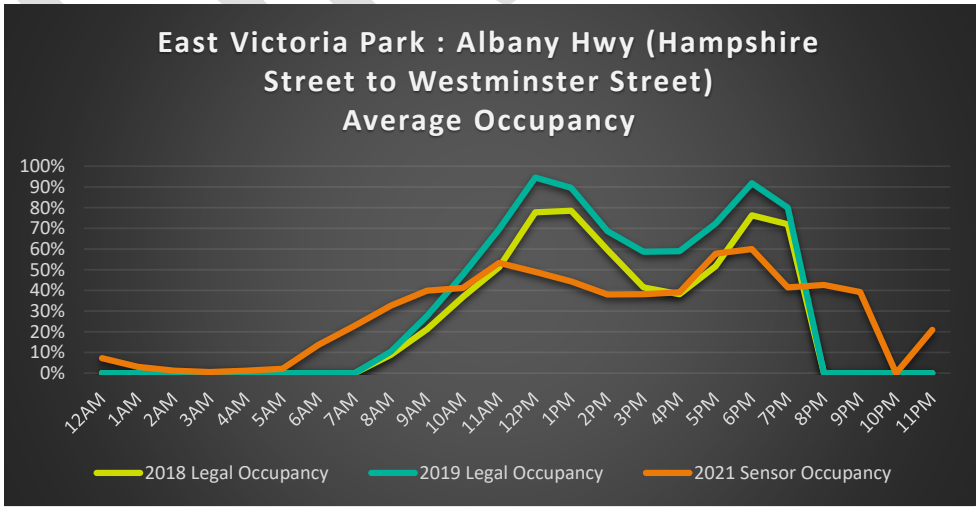
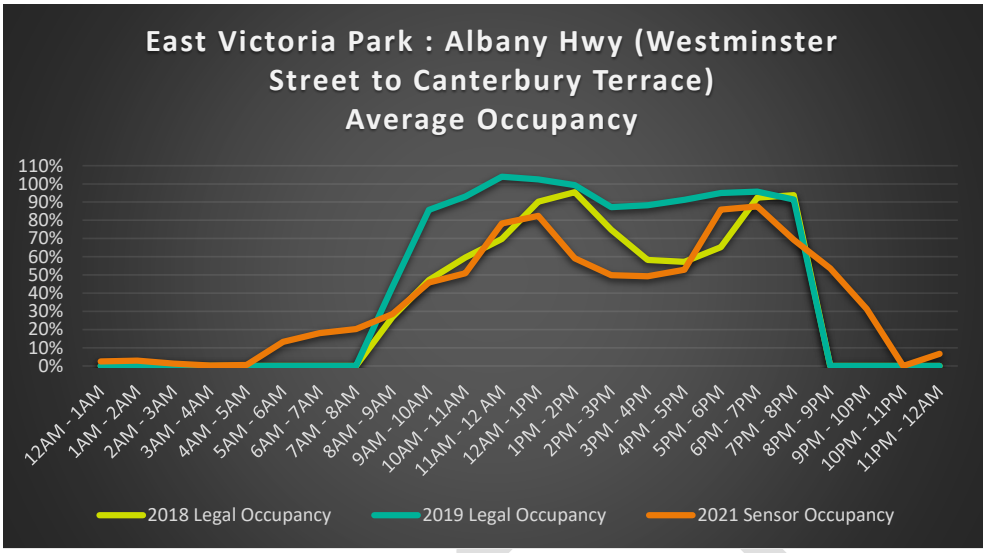


Figure 4-2 Comparison of Legal Occupancy and Parking Sensor Data Westminster Street




Consequently, factors were applied to the legal occupancy data to enable a form of year-on-year comparison. The results are presented in Section C5 of the Appendix.

Except for the parking sensor data, which is restricted to the Albany Highway area, undertaking an analysis of parking demand and utilisation using this fragmented data is not ideal. However, certain trends and issues can be identified which is beneficial. Being cognisant of the shortfalls in the existing data, the Town is now committed to undertaking parking utilisation surveys of each activity centre during the next financial year.

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# APPENDIX B OPTIONS AND BEST PRACTICE

The purpose of this section is to consider the tools and options that are available for the management of car parking in the Town of Victoria Park. The tools and options are best practice, and they include regulating the supply of public parking to support parking and transportation objectives including:

- Regulating users and limiting the types of vehicles that may use certain parking bays.
- Favouring higher value uses – such as for service vehicles, deliveries, customers, and access for persons with a disability.
- Encouraging remote parking by offering benefits to commuters to encourage them to use alternatives to a car.
- Pedestrian improvements.
- Reducing free parking spaces to discourage long-stay parking.

It is worthwhile to consider several important issues and strategic approaches in relation to the nature of parking management in a modern urban environment.

## B.1 COMPARISONS WITH OTHER JURISDICTIONS

Table 4-1 presents a comparison of the Town's parking situation with six (6) other Local Government Areas Development Control Plans within Australia and three (3) other jurisdictions in the United States of America. The comparison includes the minimum and/or maximum parking ratios and the implementation and available details of dynamic parking, cash-in-lieu and pay parking. Minimum ratios refer to the minimum number of bays required by a LGA to be provided as part of a development to be approved, expressed as a ratio to the $m^2$ of floor area to be developed. Maximum ratios refer to the maximum number of bays that can be incorporated in a development.

The three USA jurisdictions and South Perth LGA have no minimum parking ratios. The Town has a maximum parking ratio of 1:10$m^2$ which is much more than the other local government areas and jurisdictions. Their maximum parking ratios range from 1:15$m^2$ to 1:60$m^2$ with the majority within the 1:15$m^2$ – 1:25$m^2$ range.

Dynamic parking technology has been implemented in Seattle, Washington and is planned for implementation in the City of Greater Bendigo, Victoria. No other jurisdictions have implemented dynamic parking to date.

Cash in lieu is in use in all of the Australia local government areas with the fee per bay set as a fixed amount between $5400 to $15000 for all areas except South Perth which has no fixed fee. Like the Town of Victoria Park, Seattle has a cash in lieu fee that is to be calculated and agreed by Council on application. Annapolis and the City of Hartford have no cash in lieu provision.

Pay parking throughout the jurisdictions varies in pricing from a flat fee per hour to variable rates to all day fees. The hourly rates are typically between $1.00 - $3.00 per hour and some areas provide a free 30 minutes or hour incentive.

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Table 4-1 Comparisons with Other Jurisdictions

| LGA | Population and Land Size | Max Parking Ratio | Min Parking Ratio | Dynamic Parking Technology | Cash-in-lieu Use | Paid Parking |
|---|---|---|---|---|---|---|
| Town of Victoria Park | 34, 990<br>17.92km$^2$ | 1:10m$^2$ | 1:100m$^2$ | Dynamic Parking trial successful with plans to implement in other areas | Based on the estimated cost of the land, construction of the bay, and other related costs i.e. no specific dollar amount | Free for first half hour<br>Variable rates (either $1.10/hr or $2.20/hr)<br>Fees without variable rates are $1.50/hr for off-street or $2.20/hr |
| Seattle Washington | 724,305<br>217km$^2$ | 1 space per 650 square ft<br>1:60m$^2$ | 1 space per 2000 square ft<br>1:186m$^2$ | Dynamic Parking throughout the city with rates reviewed regularly | Cash fee, performance bond, or guarantee acceptable to the director | Min $0.50 to max $5 per hour<br>Pay by phone for on street |
| Annapolis, Maryland | 39,278<br>21km$^2$ | 1:24m$^2$(255 sqft) | No min parking ratios | None | None | Flat fees, either $2 or $3 per hour |
| City of Hartford, Connecticut | 123, 088<br>46.5km$^2$ | 1:23m$^2$ | No minimum | None, plans to have pay by plate | None, but allowed up to 15% leeway for requirements | Flat $3/hour, can pre-pay with phone app |
| City of Greater Bendigo, Victoria | 122,430<br>287km$^2$ | 1:25m$^2$ | 1:67m$^2$ | Plans to implement dynamic pricing and enhanced technology in paid areas | Application fee $199 plus any credit/cash in lieu as determined by council, currently $10, 562 per bay | $1.80 per hour, daily rates for different all day car parks.<br>Pay by Plate (Oct 2020)<br>Pay by phone |
| City of Fremantle, Western Australia | 7,643<br>19km$^2$ | 1:20m$^2$ | 1:50m$^2$ | None | $6,000 per bay | Has several different pricing models, short-stay free parking, buy first hour, get second free, all day parking |
| Subiaco, Western Australia | 7,127<br>3.2km$^2$ | 1:15m$^2$ | 1:100m$^2$ | None | $15, 000 per bay | Flat hourly rate ($1.80 or $2.50) or whole day parking |
| Perth, Western Australia | 2,042,000<br>6,418km$^2$ | No specific commercial requirement<br><br>1:40m$^2$<br>For tenant parking allowances | No specific commercial requirement<br><br>1:125m$^2$<br>For tenant parking allowances | Real time bay availability | $5,400 per bay | Has hourly rate, day rate, night rate, and weekend & public holiday rate Parking card (can add funds to it and get permits on it), pay by phone |
| City of Vincent, Western Australia | 36,692<br>11.3km$^2$ | 1:20m$^2$ | 1:100m$^2$ | Has plans to introduce wayfinding signage for car parks | $5,400 per bay | Hourly rate ($2.90), and day rate ($18.50)<br>Pay by phone (EasyPark) |
| South Perth, Western Australia | 43,554<br>19.8km$^2$ | 1:17m$^2$ | 1:20m$^2$ | Has plans to introduce wayfinding signage for car parks | Amount to be determined by local governments. It has not been calculated as of 2019 report | Hourly rate ($2), and day rate ($8/$6)<br>Pay by phone (EasyPark) |

## B.2 MANAGEMENT OPTIONS

### Parking Plans

Parking plans for activity centres can be developed using a street parking framework which promotes consistent and transparent decision-making and supports sustainable outcomes.

The framework is developed around the concept of maintaining the 'operational efficiency' of street parking areas, and parking to support the viable operation of land-use activities. Parking areas that are operating efficiently provide reasonable opportunity to access parking spaces, thereby alleviating 'cruising' and activity centre congestion. Cruising is the term referring to drivers circulating in search of a parking bay. This behaviour is triggered when parking facilities are more than 85% occupied and parking bays are not readily available. This causes visitors to search or wait for parking bays to become available.

In general, a parking area which is operating efficiently is defined as operating at 65–85% occupancy. Above and below this range indicates that the parking bays are not effectively being managed. Using these thresholds, an intervention matrix has been developed which promotes a consistent and objective review of street parking areas.

### Time Restricted and Unrestricted Parking

On-street parking is a high demand area, particularly near the middle of activity centres. Further from the activity centres, the demand for on-street parking decreases but remains a recommended short to medium-stay opportunity. On the fringe of the activity centres on-street parking can be unrestricted.

Parking controls in the activity centres should support the viable operation of the adjacent land-use and user needs. It is important to manage and prioritise access to street parking spaces to reflect the primary user group in that area. For example, in areas dominated by commercial, retail, cafés and restaurants, parking limits of two hours during the weekday act to prioritise parking for visitors and supports the viability and efficient operation of local businesses. The parking controls encourage street parking turnover and encourage use of off-street parking facilities whilst providing sufficient time for visitors to access services and amenities.

Changes to the parking time limits can be adapted through monitoring and feedback about parking conditions and regular parking utilisation surveys to determine occupancy and turnover rates.

When appropriate time restrictions have been operational for some time and occupancy remains high, ticket parking will act to improve parking compliance when supported by efficient enforcement. Prices for street parking in these areas will be set to encourage visitors to firstly consider parking in dedicated off-street parking spaces and secondly, to encourage parking spaces to be available at a rate which supports local businesses. Pricing will be the key mechanism that regulates demand and will again be monitored and adjusted in accordance with intervention matrix.

### Short-Stay Parking

Short to medium-stay parking is required to meet business and retail needs. Generally short-stay parking is for up to 2 hours and medium-stay parking between 2 and 4 hours. These user classes should be considered for commercial centres, hospitals, sports facilities, entertainment centres and hotels. Enforcement should ensure compliant turnover of this parking.

### Long-stay Employee and Commuter Parking

Long-stay parking (4–24 hours) is provided to cater for employees, commuters and other long-stay parkers. This user class should generally be allocated a relatively low priority, particularly on-street and in areas with high public transport accessibility.

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Commuter parking tends to be of lesser value to activity centres and should ideally be supplied on the periphery of activity centres in large-scale parking structures priced to support all-day parking. Commuters tend to displace other parking user groups such as activity centre customers which can result in overflow parking into residential areas and visitor frustration.

The effort to create a communal all-day parking supply is considered worthwhile, since commuters tend to arrive during the roadway peak and have the greatest impact on traffic operations. Removing this demographic from the main activity areas improves pedestrian and cycling safety, public transport efficiency and intersection operation. Commuters are also more willing to walk longer distances, particularly if the pedestrian environment is attractive and lower fees or unrestricted parking are obtained.

To assess potential parking overspill and demand for on-street parking, acceptable walking distances1 should be considered. Previous research suggests the following distances can be used as a guideline for different parker user groups:

- Less than 250 m (< 3 minutes) for visitors, staff and contractors.
- Less than 400 m (< 5 minutes) for staff and contractors.
- Less than 800 m (< 10 minutes) for commuters and more economical parking.

These walking distances are based on the surrounding topography and the assumption most people can walk 250 m in less than 5 minutes.

Remote parking can free up quantities of parking for short-stay visitors to the activity centres. On average, each bay vacated by a commuter parker will enable access for four additional short-stay parkers based on an average two hour stay.

This involves encouraging long-stay parkers to use off-site or fringe parking facilities through regulation and pricing, for example, streets adjacent to train stations but not conveniently located to commercial centres.

### Paid Parking

Paid parking is one of the most effective ways of influencing parking and travel demand. Paid parking can influence parking location, destination, mode, travel time and in particular, duration of stay. The impacts vary depending on the price structure and the relative convenience of alternative parking facilities and modes.

As paid parking generally results in improved levels of compliance and reductions in car use and traffic congestion among other environmental benefits, it is one of the essential transport measures necessary to ensure the long-term viability of commercial centres.

Paid parking increases equity of access by charging users (user pay) for their parking costs and by reducing the parking costs imposed on non-drivers. Paying directly rather than indirectly benefits consumers because it reduces parking and traffic problems and allows individuals to decide how much parking to purchase, giving them an opportunity to save money.

The community engagement surveys shows that approximately 50% of visitors do not travel to the town by private motor vehicle. These non-drivers do not require parking and it would be inequitable to burden these visitors with the same percentage of costs as those drivers using the parking provided

Best practice is for the introduction of paid parking off and on-street to be considered when regular peak-hour demand is starting to exceed 85%[2] as this will facilitate efficient use of public parking.

Offering suitable free parking alternatives to pay parking provides drivers a choice and may reduce objections to the implementation of pay parking on ideological grounds. Additionally, offering an initial free

[1] VTPI 'Online TDM Encyclopaedia' (http://www.vtpi.org/tdm).

[2] The High Cost of Free Parking. Donald Shoup 2005, APA Planners Press.

period of parking also gives users further incentive to reduce their duration of stay resulting in increased turnover.

Regardless of the emotion and politics often surrounding the introduction of paid parking, there is little doubt that it represents an efficient and effective means to manage on and off-street parking demand and encourage turnover of bays.

All paid parking should offer convenient payment systems and value for money in terms of easy access, wayfinding, security, lighting, and clean presentation. The guiding principles supporting the introduction of paid parking include:

- Facilitating an increased turnover of parking bays.
- Increasing supply and access for short-stay parkers.
- Providing several options for different categories of parker.
- On-street high turnover bays for short-stay parking.
- Cheaper parking slightly further away for medium-stay (3-4 hours).
- More remote parking for long-stay parking by employees and commuters.
- Improved customer and visitor turnover in high demand locations
- Placing a value on parking conveniently located to a customer's destination.
- Creating a more equitable user-pays system.

### Pricing

A common misconception of businesses is that paid parking will deter customers. In reality, paid parking often improves the customer experience through increased parking turnover and therefore availability at the destination of choice.

Many successful commercial districts have found that appropriate on-street pricing ensures better parking availability and supports the vitality of high-demand areas. Charging a fee for on-street parking limits stay duration, increases vacancy rates and increases the predictability of finding a parking space.

The following guidelines[3] are applicable to the implementation of pay parking fees in any sector:

- Charge drivers directly rather than indirectly and offer convenient parking and payment options (i.e.cash, credit card, pay-wave and mobile phone). It is noted that cash payments will likely be phased out by the industry in the medium term.
- Ensure that fee structures are flexible and can be varied in accordance with daily, weekly, and seasonal demand. The annual review of parking fees is inefficient and unresponsive to the fluid demand in parking availability across the Town.
- Charge higher fees at the most convenient on-street bays to encourage high turnover and use incremental price structures to favour short-stay users, for example, first thirty minutes free, $1.50 between 30 minutes and first hour, $3 for second hour then $4.50 for third hour, etc.
- Set parking fees with some reference to popular public transport fares, for example, all day parking should be higher than a two-zone return bus/train fare.
- Daily rates should be set at greater than six times the hourly rate and minimise discounts for long-stay parking (early bird and commuters).
- Use small time charge units so drivers can avoid paying for more time than they need; for example, five-minute units for short--stay parking and one-hour units for long-stay parking rather than the day.
- Encourage businesses to price parking and offer discounts or refunds to their bona fide clients. This can be accommodated with new technologies.

[3] With part acknowledgement to Todd Litman 'Parking Management Best Practices' American Planning Association 2006.

- Minimise the exceptions to pay parking, for example, all loading vehicles, couriers and other parkers using public or designated on-street parking spaces should be required to pay if they exceed the initial free period and should always display a ticket.

The underlying strategy is to increase the turnover of on-street pay parking with alternative off-street parking available free or at a cheaper rate. On-street parking fees should be 15–20% higher than equivalent off-street parking charges  to reflect the premium nature of kerbside parking and to encourage drivers to use the off-street

## Free Parking

There is no such thing as free parking; the costs are simply subsumed elsewhere in the economy. Reserving large areas of land for parking directly impacts the affordability of property and goods and services. The cost of providing parking for residential dwellings can add 10–30% to the total costs of development. In medium to high-density residential developments, the costs associated with providing parking facilities can exceed the capital value of the land[4]. The true cost of parking is hidden in higher development costs, and consequently higher rents and prices to consumers.

Ratepayers of the Town fund parking. Ratepayers are not only paying for the cost of cleaning, insurance and maintenance of these bays, they are subsidising parking on valuable land that could be generating income, providing improved amenity or could be put to other uses.

Many councils in Australia provide free public parking both on-street and off-street. Paying for public provision and management of parking from general rates is regressive and disproportionately impacts those on low and fixed incomes, such as students and the elderly and those ratepayers who elect to use alternative forms of transport and do not normally drive cars.

Owners of private vehicles are expected to cover the costs associated with owning and operating a car and constructing and maintaining road infrastructure; however, in most instances, the costs associated with vehicle storage, e.g. parking, may not be charged directly to users.

## Residential Parking

Parking controls in residential areas aim to balance the parking needs of residents with the needs of all households who require street space for visitors, family, care workers and tradespeople. Parking spaces are to be prioritised for residents in streets near to shops and businesses where there is a high visitor demand for parking.

Three-hour parking controls are the preferred parking restriction in residential permit parking areas as it allows reasonable access for short visits, without the need for permits. However, local conditions may justify different time limits depending on adjacent land uses and available parking capacity.

Throughout streets where long-stay employee and commuter parking occurs, for example on the fringe of the Town Centre and adjacent to train stations. However, in recognition that not all employees reside locally, and many arrive from areas where the car is the only economical or viable transport option, 8P ticket parking controls can be implemented.

## ACROD Parking

The Australian Disability Parking Scheme helps eligible people park nearer to their destination. Permit holders are entitled to park:

[4] Shoup, Donald 2005, 'The High Cost of Free Parking. American Planning Association.

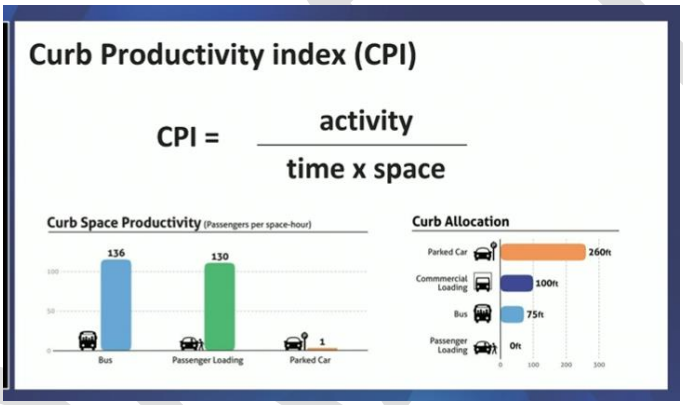
- In any space provided for a person with a disability in an on-street or off-street parking location, such as shopping centres, hospitals etc.
- In local government metered or regulated parking areas on-street for two hours in a 30-minute parking area and unrestricted for over a 30-minute parking area.

## Car Share

Car share is an innovative form of transport that allows people to hire vehicles on demand for short periods of time, via a telephone or internet booking service. The vehicles are parked in dedicated bays and are accessible to members at any time of the day or night. Members benefit from the flexibility of having access to a private vehicle without having to pay the fixed cost associated with owning a car.

Car sharing is an affordable, convenient and sustainable transport option for residents and businesses. Car sharing enables sustainable travel habits and provides increased connectivity. Additionally, car share provides for efficient use of parking space where a single car share vehicle can replace more than 10 private vehicles according to kerb space productivity[5] based on hourly turnover. Figure 4-3 presents the Curb Productivity Index used to determine the estimated additional capacity.

Figure 4-3 Curb Productivity Index




## Motorcycle and Bicycle Parking

Motorcycle/scooter parking is generally treated no differently to that of cars. If vehicles are to be charged for parking, this should apply equally to motorcycles if they use spaces allocated to cars. An incentive for these motorcycles is to provide them with free parking in dedicated motorcycle spaces.

As car parking spaces can be easily divided into two motorcycle spaces, there is flexibility to convert spaces depending on demand.

Parking for cyclists falls into two broad categories. Firstly, all-day parking for employees and park-and-ride parking at public transport stations. Secondly, short-stay parking for visitors to shops, restaurants, offices, recreational facilities and other institutions (distributed throughout commercial centres).

## Parking Ratios

To a large extent, minimum parking ratios are a historical by-product of plentiful and inexpensive land and a lack of convenient payment technologies. The ratios were a means of shifting responsibility for catering for

[5] Paper Presented by Ashleigh Cormack Future Cities Lead Australia and New Zealand UBER 2021

parking demand onto private developers, thereby ensuring the safe and efficient operation of the local road network.

The methodology underlying minimum parking ratios is considered to lack accuracy and efficiency in the following ways:

***Uses Conservative Design Standards:*** Minimum parking ratios are typically designed so as to cater for most peak demands. This considers developments independently of the surrounding urban environment and ignores the potential to share parking resources between adjacent developments, leading to an oversupply of parking which is underutilised.

***Results in Fragmented Parking Supplies:*** Because of the requirement for individual developments to cater for their parking demands, urban areas are increasingly dominated by fragmented parking areas.

***Ignores Value:*** Minimum parking ratios ignore value and give no consideration to the marginal benefits and costs of additional parking bays. The costs of meeting minimum parking ratios tend to increase in district centres and growth corridors where land values are higher, thereby preventing intensification and redevelopment. This works against regional and local strategies designed to intensify development.

***Unresponsive to Demand Management:*** There are numerous examples of cost-effective parking management measures that do not require increasing the supply of parking. Examples include shower and locker facilities for employees who walk or cycle, unbundling employee parking from salary packages, providing free passenger transport passes for employees, and developing workplace travel plans. Minimum parking ratios fail to account for demand management strategies and therefore provide no incentive for consideration of alternative transport modes.

For these reasons, minimum parking ratios are considered to be inaccurate and inefficient. It is also significant that the costs associated with minimum parking ratios have become disproportionately high in relation to their advantages.

## Cash-in-lieu

Many local governments give developers the option to pay a one-off fee in lieu of providing the required number of parking bays imposed by parking ratios. This money is then traditionally used to supply public parking stations to cater for the parking demands within a town centre. Cash-in-lieu is particularly beneficial when parking needs to be limited.

An effective cash-in-lieu policy will provide many benefits[6]:

***Policy Flexibility:*** Developers gain a new option to pay the cash-in-lieu fee instead of constructing bays if providing all the required parking bays on-site would be difficult or too expensive.

***Shared Parking:*** Public parking bays allow shared use among different sites whose peak parking demands may occur at different times (e.g. a bank and a bar), and fewer bays are needed to meet the combined peak parking demands.

***Park Once:*** Shared public parking allows drivers to park once and visit multiple sites on foot, thereby reducing vehicle traffic and increasing pedestrian traffic.

***Consolidation:*** Some Councils also allow developers and property owners to pay cash-in-lieu fees to remove existing required parking bays. This option consolidates scattered parking bays, assists infill development, improves urban design, and encourages conversion of parking areas to higher-and-better uses that provide more services, yield more revenue, and employ more people. All property owners, not just developers, can use more of their land for buildings and less for parking.

[6] Shoup, Donald 2005, 'The High Cost of Free Parking. American Planning Association Chapter 9 at p.232.

***Fewer Variances:*** Where providing the required parking is difficult, developers often request variances to reduce the parking requirements for their sites. These variances weaken the general plan, require administration, and can create unearned economic windfalls for some developers but not others. By making fewer variances necessary, cash-in-lieu fees allow Councils to create a level playing field for all developers.

***Better Urban Design:*** Parking requirements typically result in at-grade (surface) parking for smaller buildings that cannot support the expense associated with providing their own deck parking. Because cash-in-lieu fees allow businesses to meet their parking requirements without on-site parking, they allow continuous storefronts without 'dead' gaps created by parking or parking driveways. Public parking structures consume less land than would be required if each site provided its own on-site parking, and Councils can place the structures where they interfere least with vehicle and pedestrian circulation. The cash-in-lieu policy thus contributes to a better-looking, safer and more walkable environment.

***True Value:*** Another important purpose of cash-in-lieu is that it reveals the high cost of providing parking bays especially if they will be subject to a low parking fee or are expected to be provided at no charge. Developers have the choice to pay for or provide their own parking and the flexibility to charge a fee for its use or provide it for free. Note that developers who pay the cash-in-lieu do not subsidise the commercial centre, and the commercial centre does not subsidise developers. Instead, developers subsidise parking.

Most councils specify that the funds be used to provide off-street public car parking, either in the vicinity or anywhere in the commercial centre or activity centre.

Limiting the use of cash-in-lieu generated funds to provide public parking is restrictive and assumes that additional parking is both necessary and desirable. In view of the importance of integrating transport policy and management and the competition for limited funding, it is clearly desirable that the funds raised be available for transport purposes in general. This should include services and infrastructure, such as funding a shuttle bus to serve the commercial centres.

## Shared Parking

Shared parking means that parking bays on the same site are shared concurrently by more than one user, which allows parking facilities to be used more efficiently. Shared parking takes advantage of the fact that most parking bays are only used part-time by a particular group, and many parking facilities have a significant portion of unused bays, with utilisation patterns that follow predictable daily, weekly and annual cycles. Efficient sharing of bays can allow parking requirements to be reduced significantly.

## Electric vehicles

The Electric Vehicle Council[7] reports globally, there are now more than 3 million electric vehicles on the road. Significant technological shifts have seen several new lower cost models coming to market, along with continued decreases in electric vehicle battery costs. Further, several countries have announced their intention to ban the sale of petrol and diesel vehicles and several global automakers have put forward extensive plans to electrify vehicles.

The number of charging stations in Australia has increased to approximately one charging station for every six electric vehicles. An important consideration for electric vehicles and charging infrastructure is the source of electricity used to power the vehicle. Analysis across all states and territories in Australia shows that an average electric vehicle charged from the grid in 2016 emitted less than an average internal combustion engine vehicle in all states except Victoria, where it is only slightly higher. Figure 4-4 presents the growth in Australia of EV purchases from 2011-2019 while Figure 4-5 presents EV's sold in each state.

[7] State of Electric Vehicles August 2020 Electric Vehicle Council

Figure 4-4 EV Purchases in Australia 2011-2019

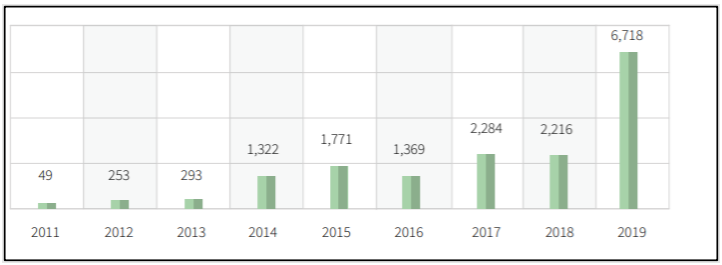
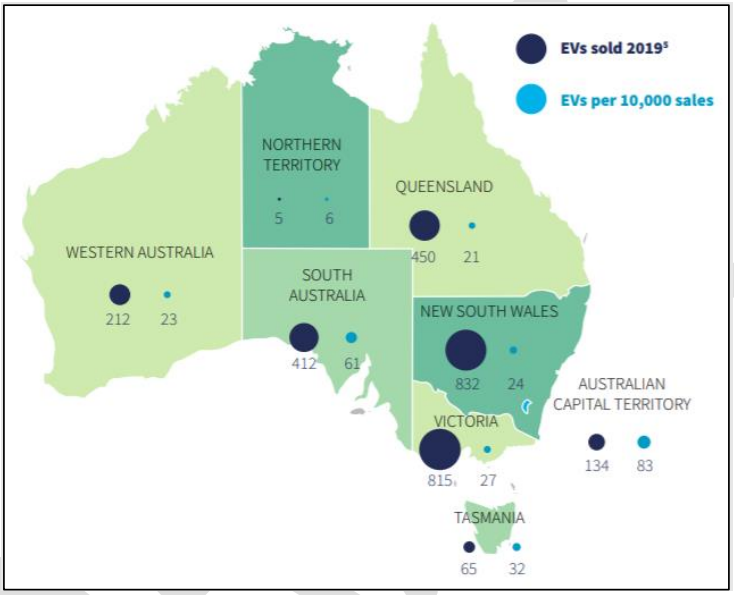



Figure 4-5 EV's Sold in nEach State 2019




## Parking Benefits District

Opportunity exists, within the Australian Local Government realm, to introduce activity centre wide paid parking / community benefit schemes, known as Parking Benefit Districts (PBD's). With PBD's, a percentage of parking revenue is reinvested back into the district to fund a wide range of items such as parking and wayfinding technology, walking and cycling infrastructure, EV charging stations, establishing day and night market facilities, shuttle buses, park maintenance and streetscape improvements including benches and lighting. They are used to support local economic development and revitalisation initiatives.

Research reveals these are prevalent in the United States. The historic district of Pasadena, California, raises over $1M annually which is allocated to fund landscaping, street furniture, footpaths, and security. The cities of Portland, Austin, Houston, and San Diego also have PBD's.

In Australia there are some known similar examples but they are rare. In Queensland, the Gold Coast's, 2015 parking plan provides for 50% of new on-street meter revenue to be allocated for local improvements including landscaping and public transport. However, under this scheme, revenue raised from one activity centre could potentially be funding initiatives and infrastructure in other activity centres.

Additionally, a 55-hectare section of land, now known as Fagan Park, was donated to the New South Wales State Government and Hornsby Shire Council was appointed sole trustee. Council introduced metered paid parking. A proportion of the Consolidated Fund, which includes parking revenue, is budgeted annually to be

spent on maintenance of the park. In the past, this has been communicated to stakeholders that the funding is directly attributable to parking revenue.

While the intent is similar, these schemes cannot be described as true PBD's. PBD's usually require transparent accounting of revenue and associated costs directly attributable to paid parking in a specific activity centre, which can be appropriately scrutinised by stakeholders.

There are constraints stemming from the Local Government Act 1995, however, a different accounting approach involving the establishment of separate trust funds for separate activity centres may provide a suitable solution.

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# APPENDIX C KEY FINDINGS

## C.1 PARKING MANAGEMENT

### Paid Parking

There is currently limited on-street paid parking within the Town. These parking areas are spread throughout the five activity centres of Oats Street, East Victoria Park, Victoria Park, Burswood South, and Raphael Park. The fees, time restrictions, days of restrictions and available free time varies throughout the town and even within each street.

In 2014 new parking restrictions were implemented in the Town of Victoria Park as part of the Town's PMP (PMP). Changes to time limits were introduced in January 2014, followed the introduction of paid parking in selected areas in February 2014. In May 2014, the Town endorsed changing some of the restrictions along Albany Highway after feedback received from local businesses and residents. This included the first 30 minutes free parking with a ticket being introduced along Albany Highway and selected side streets. Some areas include the first 15, 30 or 60 minutes free. Most of the on-street parking is $2.20 per hour or $1.00 per hour and off-street parking is $1.50 per hour.

The EasyPark (pay-by-phone) App is in use throughout the Town allowing users to pay only for the time needed and extend or stop their required parking time from their phone.

### Enforcement and Compliance

The Town has consciously made the decision not to take a hard-line approach to enforcement. An early version of mobile LPR technology was previously trialled. Due to the concerns of a perception of intrusive surveillance being created, which was seen to be negatively impacting the customer experience, the technology is no longer in use. Consequently, the Town's parking rangers reverted back to traditional enforcement methods.

It is to be considered that the use of ticketed parking and the associated methods of enforcement is now approaching obsolescence due to the inherent inefficiencies as well as impacts on the carbon footprint. Latest technology reduces the carbon footprint and increases productivity and efficiency levels.

### Policy

The Town of Victoria Park website has a Parking section that clearly states the Town's Policy on Parking. It explains why time limited and paid parking are necessary. It also encourages business owners to provide various travel alternatives to staff and unbundling parking.

Policy regarding the use of the revenue raised from paid parking monies is explained in detail. The money is directed towards improving other sustainable travel related initiatives which are detailed in the Integrated Movement Network Strategy (IMNS). These include the provision of more ACROD bays, elderly persons' rest spots along Albany Highway, safer movement of children around schools, additional pathways and cycleways, and improved visibility through increased lighting to increase community safety.

### Parking Permits

The Town provides parking permits to residents in accordance with the Parking Permit Policy and local law.

1. Residential Permits ($25) residents who have limited onsite parking with an exemption to access parking near their properties that has sign-posted restrictions.

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2. Transitional Permits ($25) provides residents up to 12 months to make alternative arrangements if there is inadequate onsite parking when restrictions adjacent to their property have recently changed. Up to three transitional permits are allowed for a residential property.
3. Event Permits provide residents and businesses with an exemption to access parking near their properties, on dates which are published on the Optus Stadium website, for events held at Optus Stadium. These permits are free and offered digitally.

The Town also provides business related parking permits:

1. Parking Work Zone Permit is required before undertaking any activity or trade which obstructs a parking bay, or part of a public road within the Town of Victoria Park. A $30 application fee is required for a 5m bay with half day $5 per bay, full day $10 per bay and a month $200 per bay.
2. Loading Zone Permit is for non-commercial vehicles to use a private vehicle in a 30-minute loading zone to pick up or set down goods. The application fee is $30.
3. Commercial Parking Permit is for businesses which do not have any on-site parking. An application fee of $30 and an annual fee of $1000 is required and only one permit is allowed per commercial property.

### Reserved Parking Bay Agreement

A Reserved Parking Bay Agreement provides business allocated parking bays in King George Street Car Park or Hawthorne Place Car Park. An application fee of $30 then a daily fee of $5 per bay with a minimum agreement of one month and maximum agreement of one year.

Application Fee - $30 per permit

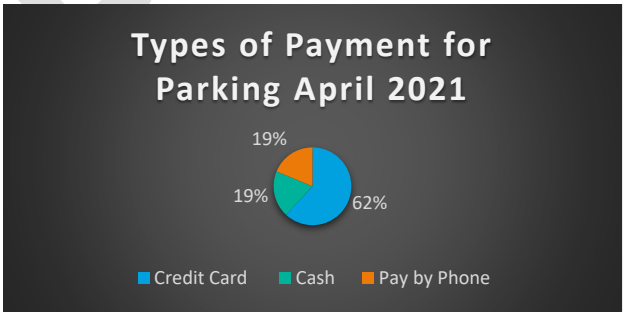
## C.2 RECENT KEY INITIATIVES

### Easy Park Phone APP

Figure 4-6 presents the percentage of payment methods used to pay for parking as of April 2021. The introduction of the Easy Park Phone App has been a success. Following the first year of release, Pay by Phone accounts for 19% of all payments and now equals cash payments. The amount of cash currently being used as payment for parking is diminishing as payment by credit/debit cards, mobile phones and phone Apps increases.

The residual effects of the COVID-19 pandemic need to be considered as the population is more aware of the hygienic benefits of contactless payment.

Figure 4-6 Types of Payment for Parking



## Dynamic Parking Management Trial

Provision of equitable access to parking resources for the community is a priority for the Town, as detailed in the PMP (2009). This inspired the undertaking of a Dynamic Parking Management Trial extending for six months from April 2019. The trial investigated the impacts of paid parking, parking bay occupancy and the relationship to price and free time periods of 62 on-street parking bays in some hot spot zones of the Albany Highway.

The Town has previously identified that peak demand for parking occurs from 11am to 2pm, and from 5pm to 9pm (50-80% occupancy) and that off-peak demand for parking occurs from 8am to 11am, and from 2pm to 5pm (10-50% occupancy). The trial extended the free time to one (1) hour free parking and halved the hourly parking rates during off-peak times. In-ground sensors were implemented to gather accurate occupancy data which was compared with the parking ticket sales.

Success was achieved with the trial resulting in increased users staying for longer during the off-peak periods. In response the Town implemented the changes on a permanent basis with the aim of encouraging parking turnover and hence providing economic benefits to local businesses.

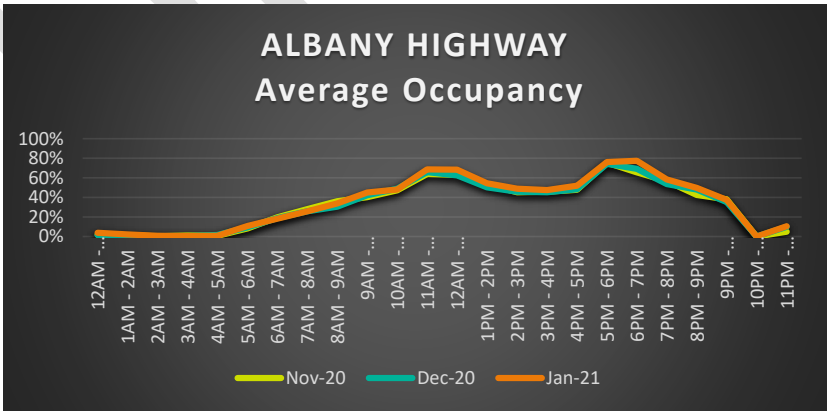
The Town resolved to review the parking occupancy on a six-monthly basis with a view to adjusting the parking rates in response to the demand and availability of parking. A dynamic pricing model has also been introduced which has enabled the Town to adjust the amount of free time and pricing to encourage demand. A dynamic approach to parking throughout the Town is envisaged for the future to encourage more parkers and higher bay turnover during the non-peak periods.

On Albany Highway, parking fees are dynamic and change depending on the time of the day. As of 17 August 2020, the fees are:

- 8AM –10AM to $1.10/hour and 60 minutes FREE
- 10AM –1PM to $2.20/hour and 30 minutes FREE
- 1PM – 4PM to $1.10/hour and 60 minutes FREE
- 4PM – 8PM to $2.20/hour and 30 minutes FREE

Figure 4-7 presents the average occupancy derived from the parking sensors for the months provided. This suggests the Trial is achieving the desired outcomes with the peak occupancy periods of 12 noon and 6.00pm being manged to not exceed 85% and a greater spread of demand throughout the day.

Figure 4-7 Albany Highway Average Occupancy



### Pedestrian Wayfinding

In October 2019, with the support of Department of Transport, the town installed wayfinding signs to connect people between Curtin University and the East Victoria Park and St James Town Centres. The signs promote walking and cycling between Albany Highway and Curtin University as well as in and around Technology Park.

The signs provide clear directions with estimated walking and cycling times and reinforce sustainable options to navigating through these areas using private vehicles.

### Car Free Day

The first Car Free Day on the Albany Highway cafe strip took place in October 2020. A section of road was closed to traffic and café owners were encouraged to establish pop-up dining areas both along the roadway and kerbside.

Locals could enjoy a range of activities throughout the day and businesses were also able to enjoy the advantages of increased dining space. The event was a huge success and reinforced the benefits of less cars in activity centres as presented in Figure 4-8.

Figure 4-8 Locals Enjoying Car Free Day

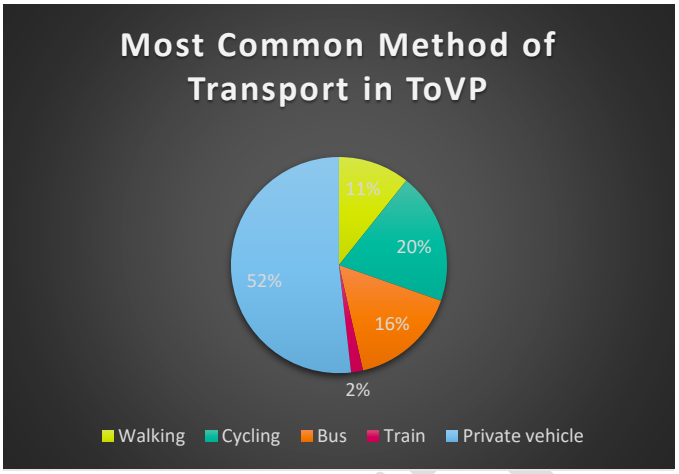



## C.3 COMMUNITY FEEDBACK

An onlinme Community Survey was undertaken online regarding parking and transportation within the Town of Victoria Park.

The most common method of transport used by survey respondents was private vehicle (52%). This was more than triple the number of respondents who cycle or travel by bus as presented in Figure 4-9. This choice to use private vehicle was made because it is convenient and practical. Fifty percent seldom or never cycle or travel by train 48% seldom or never travel by rideshare (taxi or uber) and 36% seldom or never travel by bus. Forty-six percent of respondents travel daily by car, requiring a parking bay at their destination.

Figure 4-9 Most Common Method of Transport




One elderly respondent who struggles with more active transportation has identified a need for short to medium-stay parking for residents who rely on private vehicle travel for health reasons. He also suggested seniors' concessions for parking areas such as Aqualife.

There were responses suggesting that improving cycling facilities, pedestrian facilities and public transport services would reduce the need for reliance on private vehicle use. Safety and lighting were also highlighted as issues that preventing people from using public transport or walking/cycling.

Customer complaints received by the Town during the years 2016 to 2020 were provided by the Town were also examined, in particular, those complaints regarding vehicles overstaying time restrictions and not affording equitable access to parking bays. This can be used to determine certain levels of compliance.

Figure 4-10 presents the number of parking overstay complaints for each activity centre. Most complaints emanated from the activity centres of Burswood, Victoria Park and East Victoria Park.

Figure 4-10 CRMS Complaints Related to Parking Overstay




## C.4 INCREASING PARKING SUPPLY

There are opportunities for increasing off-street parking supply within the Town.

### Sites Previously Identified

Potentially suitable sites that have previously been identified include 1-5 Westminster Street, where a portion of the site has already been modified to accommodate additional parking with potential to further increase capacity. From previous reports, a high-level recommendation was developed for the Town to monitor the situation and consider acquiring land for parking around Albany Highway in the area roughly between Colombo and Mackie Streets. The Town currently believes the provision of additional parking in this area is unlikely to be the best use of the land, especially on freehold land, given the Albany Highway Precinct Structure Planning currently being developed.

### Redevelopment of Existing Parking

The car park at 4-6 King George Street had been identified as a potential area where redevelopment for additional parking could occur. Each of the Town's existing car parks has unique circumstances constraining the development of additional capacity such as different zoning, some with high density opportunity and commercial outcomes. Others with limited alternative uses other than car parking, however, each requires an independent assessment and business case approach.

### Future Private Development

The Town is expecting to receive a Development Application for a Woolworths development located at the corner of Albany Highway, Shepperton and Welshpool Roads. This is likely to include a large amount of basement car parking. However, it is likely this parking will only be available during Woolworths' trading hours.

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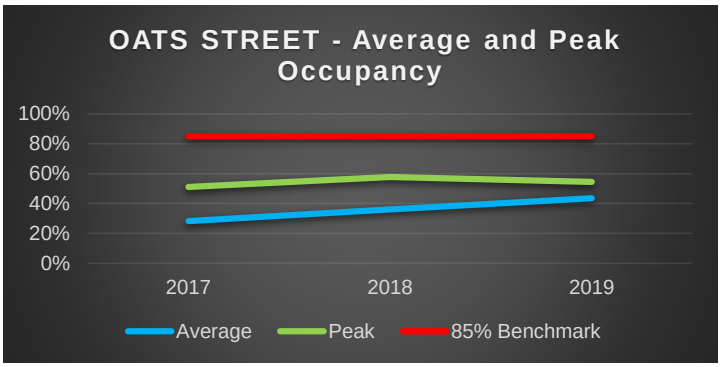
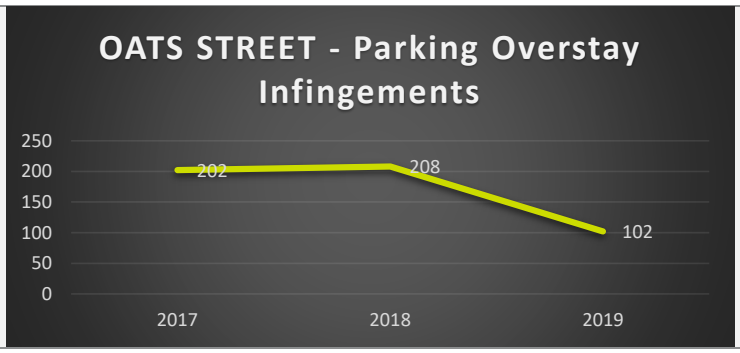
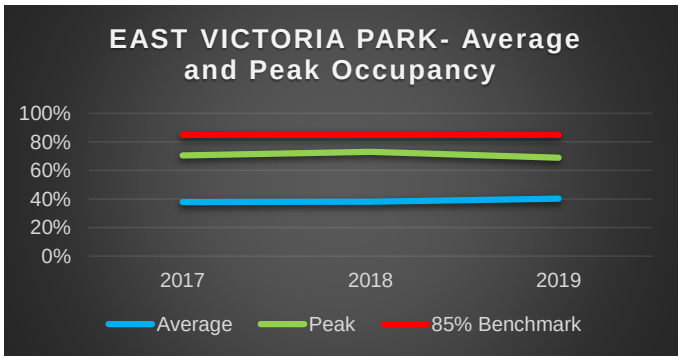
## C.5 PLACE FINDINGS

| Oats Street | |
|---|---|
| **Occupancy Data Analysis** | <br>Oats Street has seen an increase in the average occupancy rate from 2017 to 2019, from 28% to 44%, while its peak occupancy has decreased from 58% in 2018 to 54% in 2019. |
| **Infringement Data Analysis** |  |
| **Site Inspection** | • No parking is provided on-site at the TAFE for students.<br>• The Aqualife Centre provides 3-hour parking for members only.<br>• Students park in the Aqualife Centre carpark which limits the parking for the bona fide users of the centre.<br>• The majority of vehicles were observed to be owned by rail commuters, employees of surrounding businesses or TAFE students. |
| **Research** | • The Somerset Road Car Park between the TAFE and the Aqualife Centre is managed by the Town providing 53 P Ticket parking bays at $1.50/hour or $5/day Monday to Friday.<br>• Parking restrictions in the activity centre includes 128 paid parking bays on Bank Street, Rutland Avenue, Read Street, Withnell Street and Somerset Street and some short-stay and all-day time limited parking.<br>• Paid parking in the activity centre is between the hours of 8am-6pm Monday to Friday. The P ticket parking is $1/hour or $5/day with a 15-minute free period.<br>• Peak occupancy of the on-street paid parking is around 60% |
| **Threats / Opportunities** | • Off-street paid parking is more expensive than on-street paid parking, discouraging drivers from using the off-street parking bays.<br>• On-street paid parking is not implemented consistently throughout the activity centre.<br>• The majority of parking demand in this activity centre is generated on weekdays by businesses and the TAFE. The paid parking restrictions are applied during weekdays only. |

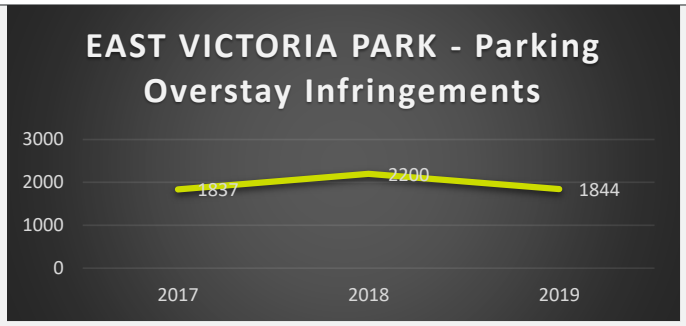
## East Victoria Park

**Occupancy Data Analysis**




The average and peak occupancy within the zone of East Victoria Park has not changed significantly, with the average occupancy rising slightly above 40% in 2019 and peak occupancy fluctuating around 70% over the past three years.

**Infringement Data Analysis**




**Site Inspection**

- There is regular turnover of parking bays along the Albany Highway.
- The Albany Highway is highly pedestrianised due to the street dining.
- Parking along the Albany Highway reduces the traffic speeds along this section of the road creating a safer pedestrian environment.

**Research**

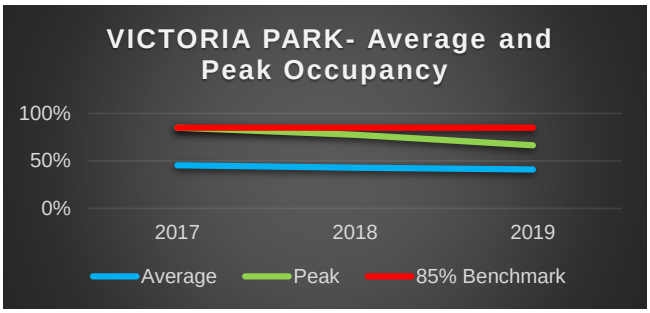
- Parking restrictions in the activity centre includes 240 paid parking bays on parts of the Albany Highway, Canterbury Terrace, Hampshire Street, Westminster Street, Alday Street, Dane Street, Basinghall Street and Sussex Street and some short-stay and all-day time limited parking in other areas.
- Paid parking in the activity centre is between the hours of 8am-8pm Monday to Sunday. The 2P paid parking fee is $2.20/hour with a 30-minute free period.
- Paid parking with the dynamic parking model is located along the Albany Highway allowing fluctuating fees throughout the day that vary in response to evidence-based demand. The amount of free time also varies throughout the day.
- Peak occupancy of the on-street paid parking is around 60%.

**Threats / Opportunities**

- Overstay infringements may indicate that the short-stay parking restriction of 2 hours is insufficient for those wanting to dine at the cafes and restaurants.
- There may be opportunity to increase the paid parking into other streets within the activity centre.
- The dynamic parking model is an opportunity to maximise the utilisation and turnover of the on-street parking bays.
- Regular parking surveys are required to determine any changes to the dynamic parking model.

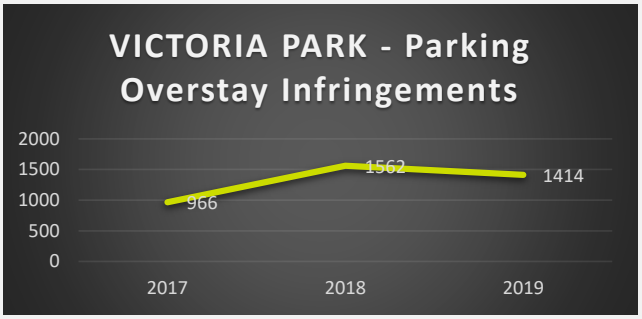
## Victoria Park

**Occupancy Data Analysis**




The average and peak occupancy has decreased in this zone, with the small decrease from 45% to 41% in the average occupancy rate and a larger decrease from the 85% recommended limit in 2017 to 66% in 2019.

**Infringement Data Analysis**




**Site Inspection**

- There is regular turnover of parking bays along the Albany Highway.
- The Albany Highway is highly pedestrianised due to the street dining and retail.
- Parking along the Albany Highway reduces the traffic speeds along this section of the road creating a safer pedestrian environment.

**Research**

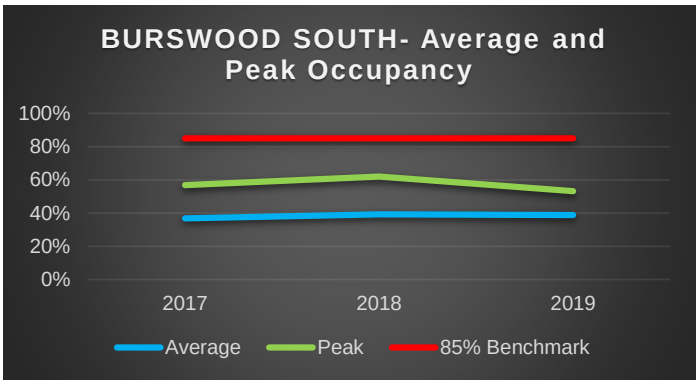
- Parking restrictions in the activity centre includes 240 paid parking bays on parts of the Albany Highway, Duncan Street, Harper Street, Harvey Street, Mackie Street, King George Street, Leonard Street, Rushton Street, State Street and Temple Street and some short-stay and all daytime limited parking.
- Paid parking in the activity centre is mostly between the hours of 8am-8pm with some 8am-6pm restrictions.
- Paid parking days vary across the activity centre with some Monday to Friday, some Monday to Saturday and some Monday to Sunday.
- The 2P paid parking fee is $2.20/hour with a 30-minute free period.
- Peak occupancy of the on-street paid parking is around 66%.
- The off-street carpark off Harvey Street has 35 bays and is P ticket between 8am-6pm Monday to Friday at a fee of $1.00/hour or $10/day with a 30-minute free period.
- The King George Street off-street car park has 83 bays and is an 8P paid parking area between 8am-8pm Monday to Sunday with a fee of $1.50/hour or $7.50/day with a 1-hour free period.

**Threats / Opportunities**

- The current on-street parking restrictions for the paid parking areas within the activity centre are inconsistent across days of implementation and times of implementation.
- The off-street car parks are inconsistent across type of ticket, days of implementation, times of implementation, hourly and daily fees and free time period.
- Only about half of the streets that intersect with the Albany Highway have paid parking implemented near the Albany Highway section of the street.
- Overstay infringements may indicate that the short-stay parking restriction of 2P paid parking is insufficient for those wanting to dine at the cafes and restaurants.
- There may be opportunity to increase the paid parking into other streets within the activity centre.
- Regular parking surveys are required to determine any changes to the dynamic parking model.

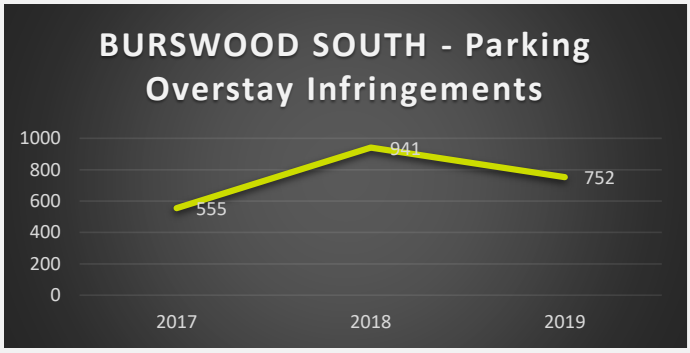
## Burswood South

**Occupancy Data Analysis**




The average occupancy in this zone has had a small increase from 37% in 2017 to 39% in 2019 whilst the peak occupancy has decreased from its high of 62% in 2018 to 53% in 2019.

**Infringement Data Analysis**




**Site Inspection**

- There are many underutilised parking bays in the area.

**Research**

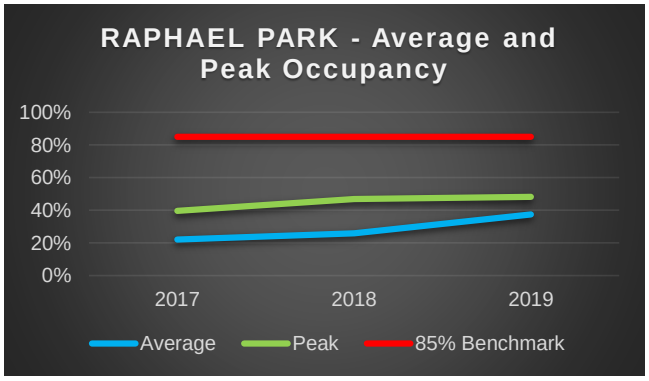
- Parking restrictions in the activity centre includes 228 paid parking bays on sections of Asquith Street, Benporath Street, Burswood Road, Craig Street, Hawthorne Place, Kitchener Way, Leigh Street, Teddington Road, Thororgood Street and Twickenham Road and some short-stay and all-day time limited parking in other streets.
- Paid parking in the activity centre is mostly between the hours of 8am-6pm Monday to Friday. A small section of Burswood Road is limited between 9:30am - 2:30pm.
- The paid parking restrictions include sixty-six 2P and 188 P ticket parking with a fee of $1/hour and $5/day in the P ticket areas with a 15-minute free period.
- The 19 bays of the GO Edwards Park car park and the 25 bays of the Hawthorne Place car park is P ticket with a fee of $1/hour and $5/day with one hour free.
- Peak occupancy of the on-street paid parking is around 53-62%

**Threats / Opportunities**

- The paid parking fees for the on-street and off-street parking are the same. The only incentive to park off-street is the one-hour free parking which is not applicable for drivers parking all day as the $5/day fee still applies.
- The mix of 2P and P ticket parking throughout the activity centre is inconsistent and confusing.
- There may be opportunity to increase the paid parking into other streets within the activity centre.
- The is an opportunity to implement the dynamic parking model in this activity centre to maximise the utilisation and turnover of the on-street parking bays.
- There is opportunity to review parking occupancy on the weekends to determine the appropriate parking management technique is applied to maximise the utilisation and turnover of parking in this activity centre on the weekends.
- There is laneway parking provided behind businesses that is underutilised.

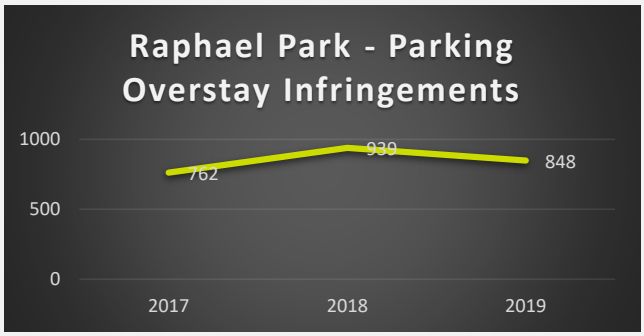
## Raphael Park

**Occupancy Data Analysis**




Raphael Park has seen an increase in both its average occupancy, from 26% to 37%, and its peak occupancy, from 40% to 48% over the three-year period.

**Infringement Data Analysis**




**Site Inspection**

- There are a large number of high-density developments in the area.
- There is a pedestrian and cyclist underpass from Armagh Street under the Canning Highway to McCallum Park.
- Around the school on Cargill Street and Geddes Street there are restrictions to support school drop off and pick up.

**Research**

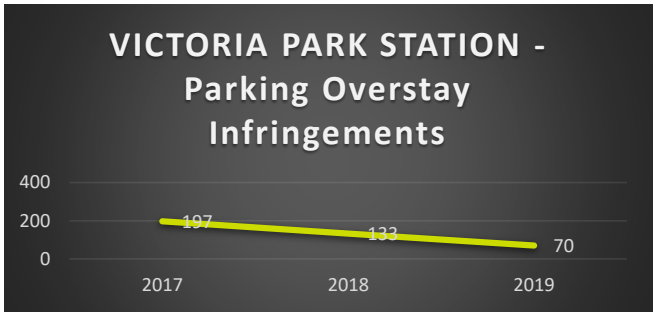
- Parking restrictions in the activity centre includes 122 paid parking bays on sections of Armagh Street, Asquith Street, the Albany Highway, Oswald Street, Twickenham Road and Geddes Street and some short-stay and all-day time limited parking on other streets.
- Paid parking in the activity centre is between the hours of 8am-6pm Monday to Friday. The majority of the paid parking is 2P with some P ticket parking and the fee is $1/hour with a 15-minute free period. The P ticket parking has the option of $5/day.
- Peak occupancy of the on-street paid parking is around 40-48%

**Threats / Opportunities**

- There are various land uses in the activity centre contributing to varied parking demands from short-stay to long-stay.
- There are plans to develop McCallum Park and increase the opportunities within the park which will impact the parking demand in the activity centre.

## Victoria Park Station

**Infringement Data Analysis**




**Site Inspection**

- There are parking restrictions near the school on Duncan Street and Teague Street to assist with school drop off and pick up.
- The Victoria Park Station small off-street commuter carpark off Kitchener Avenue was observed to be high occupancy during the weekday.

**Research**

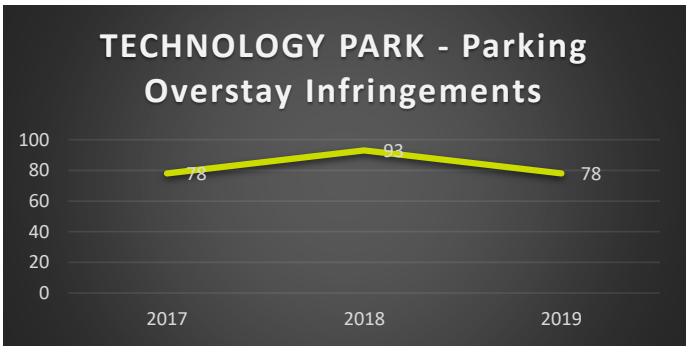
- The Strategy includes an action to develop and implement a streetscape improvement plan for Duncan Street.
- Parking restrictions include time limited short-stay and all-day parking in most streets.
- There is a small off-street carpark at the train station.

**Threats / Opportunities**

- There is a risk that with increased parking demand for the train station there will create excessive overflow of parking into residential streets.
- There are not many competing demands for parking in the area. Commuters for the Victoria Park train station and residents are the largest user group.

## Technology Park

**Infringement Data Analysis**




**Site Inspection**

- Although there is no street access from Jarrah Road to the Technology Park, it is used for all day parking for staff of the Technology Park as there is pedestrian access near the TAFE.

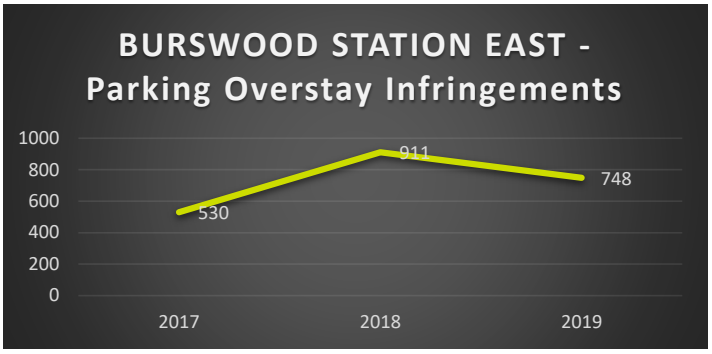
**Research**

- There are no on-street parking restrictions within the Technology Park.
- There is off-street parking provided on private property within the Technology Park.
- There is a large parking demand within the activity centre from long-stay staff parking, shift worker parking and customer parking.

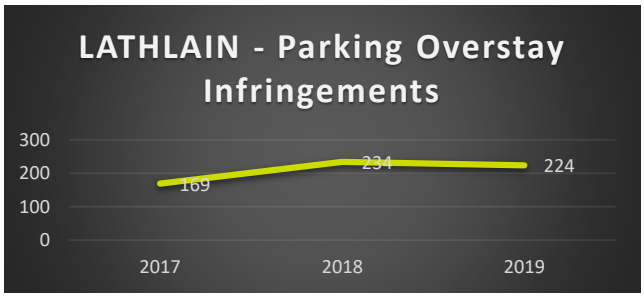
**Threats / Opportunities**

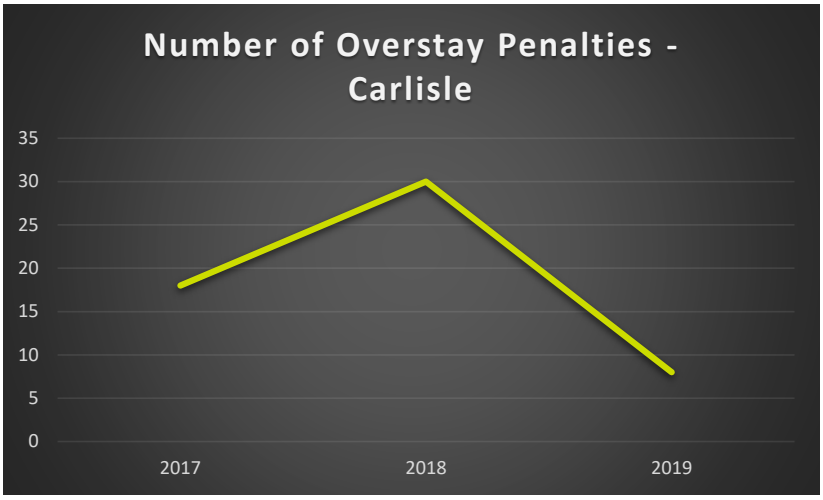
- Shift worker parking and long day parking overlap in the activity centre creating parking issues.
- Private parking is unlikely to be fully utilised, contributing to workers searching for on-street parking bays.

## Burswood Station East

| | |
|---|---|
| **Infringement Data Analysis** |  |
| **Site Inspection** | • The area includes 18 storey developments.<br>• More of the area is under development. |
| **Research** | • The Burswood Station East Parking Supply and Management Plan advises that the parking on-street in the area should be 2P time limited short-stay parking or 10-minute loading zone parking and that all off-street parking areas are to be managed using a roller door or boom gate.<br>• Limited parking restrictions are in place in the activity centre. |
| **Threats / Opportunities** | • With the increase in developments in the area the need for short-stay parking will increase.<br>• There is a lot of unrestricted parking in the activity centre.<br>• If the parking demands are not managed during and after the development and regeneration time, the competing demands for parking will become a problem.<br>• There is opportunity to manage the implementation of parking restrictions to meet user demands. |

## Lathlain

| | |
|---|---|
| **Infringement Data Analysis** |  |
| **Site Inspection** | • On event days at Lathlain Park the demand for parking in the surrounding streets is an issue.<br>• McCartney Crescent has unrestricted parking and is well utilised most days. |
| **Research** | • There are limited areas of restricted parking including 4P near Lathlain Park.<br>• Much of the parking is unrestricted. |
| **Threats / Opportunities** | • As Lathlain Park is the headquarters for the West Coast Eagles there are plans to use the park more often which may cause parking issues on event days.<br>• There is limited off-street parking provided for Lathlain Park for event days.<br>• Event day parking can be better managed. |

| Carlisle Town Centre | |
|---|---|
| **Infringement Data Analysis** |  |
| **Site Inspection** | • Development opportunities along Archer Street<br>• Ad-hoc management of parking restrictions throughout town centre |
| **Research** | • Time restrictions include 1/2P and 1P around Carlisle Town Centre<br>• Large amounts of unrestricted parking |
| **Threats / Opportunities** | • Increasing demand for parking around the Carlisle Town Centre as its popularity grows<br>• Unrestricted parking close to activity centres, some businesses want this to change |

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# APPENDIX D SUITABLE TECHNOLOGY

## Industry Trends

The latest smart parking industry trends include the following:

- Ticketless technology.
- Parking sensors.
- Cashless payment options
- Integrated phone Apps.
- Collection of big data.
- Electronic permits.
- Enhanced wayfinding.

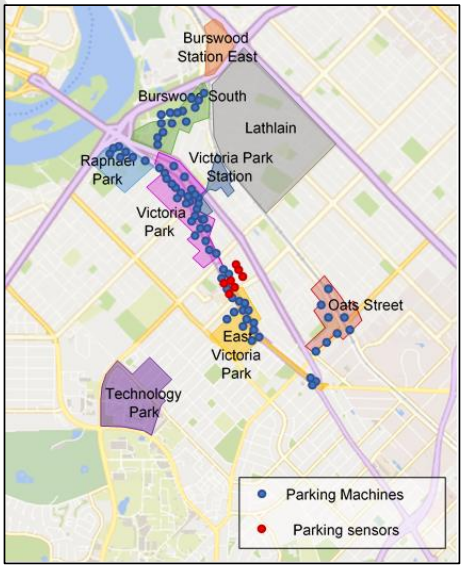
## Current System

The current system being used by TVP is the pay and display (PnD) metres. Drivers park their car, go to a PnD metre, pay, collect a ticket and display it on the dashboard of the vehicle. Enforcement staff must inspect each ticket to determine if the ticket is valid for the date and time.

The Easy Park Phone App is also used for payment, drivers log on to the App and pay for their parking via credit/debit card which has been previously registered in the phone App. Enforcement staff check the dashboard of the vehicle if no ticket is displayed thy enter the registration number into their handheld enforcement device. If payment has been made by the Phone App, the handheld device will advise them of the date and time. If the date and times are current, no action is taken, if not current the enforcement staff will infringe the vehicle. Most payment systems are open to abuse where an enforcement officer's presence is detected by parkers who are trying to avoid paying, however, PbB and vehicle bay detection systems will provide information when a bay if first occupied and payment is not received within a grace period.

There are a total of 79 parking ticket machines located in the Town, which are concentrated around the blue dots depicted in the figure below. There are also 210 parking bay sensors installed in the areas depicted by the red dots in Figure 4-11.

Figure 4-11 Location of Parking Machines and Sensors




The current technology system has the following inherent drawbacks:

- Aging parking machine fleet, malfunctioning machines.
- PnD requires customer to park, leave vehicle, purchase ticket, and return to vehicle to display ticket.
- Inefficient enforcement.
- Permits manually issued.
- Minimal data derived, fragmented reporting.
- Limited wayfinding

ToVP have online parking permits for events, residents and commercial parking with the payment of an application fees, replacement fees and annual fees. Proof of identity and residency is required when applying for the permits. A link to the ToVP application page for these permits could be included in a phone App.

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### Pay by Plate (PbP)

The PbP meters allows the driver to enter their registration details and pay for parking, collect a receipt (optional) and proceed to their destination. The registration, date and time information is sent to the enforcement software via the 4G mobile network, and the vehicle is recorded in the system as paid for their parking. The Easy Park Phone App can also be used to pay.

Enforcement staff will still be required to log the registration details into their handheld and if the date and times are valid take no action, if not valid, infringe the vehicle.

### Pay by Bay (PbB)

All bays are delineated with painted lines and designated a bay number. The PbB meters allows the driver to enter the bay number their vehicle is parked in and pay for parking, collect a receipt (optional) and proceed to their destination. The bay number, date and time information is sent to the enforcement software via the 4G mobile network and the bay is recorded in the system as paid for its parking. The Easy Park Phone App can also be used to pay.

Enforcement staff will be required to check the PbB meter, and all bays paid for at the meter or by the Phone App will be displayed on the meter. Any vehicle parked in a bay that is not displayed on the meter as paid for can be infringed.

All the above methods of paid parking require infringement staff to inspect a ticket, PbB meter or check a registration number to determine if payment has been made.

### Mobile Licence Plate Recognition (LPR) Cameras

A mobile LPR system allows licence plates to be recorded to determine if parking has been paid for by PbP meters or a Phone App or in the case of time restricted parking only, if the vehicle has overstayed the time restriction.

Individual inspection of vehicles, meters or handheld devices is not required.

### Vehicle Detection Systems

There are two types of vehicle detection systems for on-street parking, inground sensors in individual bays or CCTV cameras viewing multiple bays.

The inground sensors are more accurate than cameras, especially at night and during heavy rainfall or foggy weather.

### Variable Message Signage (VMS)

Figure 4-12 Variable Message signage




VMS signs are generally placed on main road at an intersection to advise drivers of available bays down the intersecting street. Vacant bay information is provided to the signs from the vehicle detection systems and allows drivers who do not have the Phone App or are not using it to see parking availability.

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## Website Phone / APP

The existing Easy Park Phone App should also be linked to the Town's website to provide drivers information of the location of available parking and accurate information of vacant bays.

Accurate parking utilization data can also be used to provide predictive bay availability information to motorists to plan their trips to each activity center in advance.

## Recommended Technology Platform

Figure 4-13 Recommended Technology Platform




The recommended technology platform, as presented in Figure 4-13 is a system using PbB meters with inground sensors, VMS signs and fully integrated Phone App and the Town Website. This system is the most accurate and efficient method currently available to managing parking.

The benefits it provides include:

- Latest tested, future proofed technology.
- Accurate bay availability on Phone App and can direct drivers to available bays via the App.
- Unpaid or overstay alerts for to enforcement staff for each bay where a vehicle is detected.
- Zeroing payment at each bay as soon as the vehicle leaves.
- Eliminates the need for enforcement staff to chalk tyers.
- Eliminates the need for enforcement staff to regularly inspect-parking bays or vehicles.
- Alerts provide reactive enforcement of information provided to them, they do not have to inspect vehicles, meters, or handheld devices.
- Payment charges begin when the vehicle is detected in the bay, not when payment is applied to the meter or phone App.
- Increased patrol frequency, improved efficiency, and compliance.
- Live streamed reporting and accurate parking utilization data.
- User friendly with improved customer experience.
- Improved wayfinding, reduced traffic congestion and carbon emissions.
- More user-friendly operation and better customer experience.

However, there are some drawbacks:

- Capital hardware costs.
- Each bay must be line marked and have a bay number.
- Increased maintenance costs of vehicle detection sensors.
- Heightened perception of greater focus on revenue raising.

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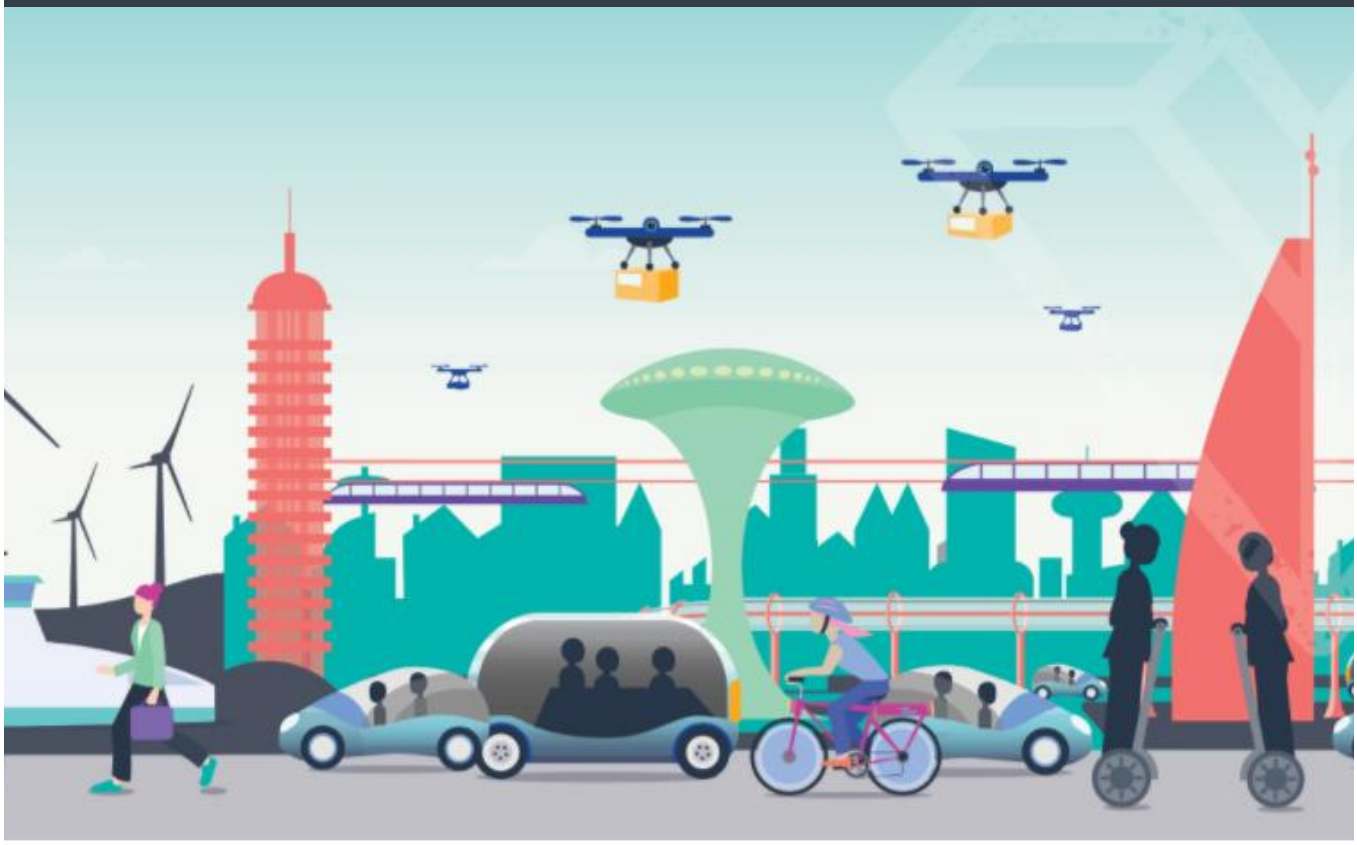
TOWN OF VICTORIA PARK

MAY 2021

CONFIDENTIAL

# INTEGRATED MOVEMENT NETWORK STRATEGY

## CONSULTATION REPORT



Question today
*Imagine tomorrow*
Create for the future

# Integrated Movement Network Strategy
# Consultation Report

Town of Victoria Park

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| REV | DATE | DETAILS |
|---|---|---|
| A | 1 April 2021 | First draft for review |
| B | 12 May 2021 | Final |

| | NAME | DATE | SIGNATURE |
|---|---|---|---|
| Prepared by: | Tara Venturini | 1 April 2021 | |
| Reviewed by: | Fiona Bettesworth | 1 April 2021 |  |

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PS123427-STE-REP-002 Final Consultation Report_issued to client 12.05.2021 | Confidential | April 2021

| | | | |
|---|---|---|---|
| Approved by: | Caden McCarthy | 10 May 2021 | |

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# 1 EXECUTIVE SUMMARY

WSP has been engaged to work with the Town of Victoria Park to update their Integrating Movement Network Strategy (IMNS) and Parking Management Plan (PMP). Part of this project has included collecting community feedback on their current use of the transport network and suggestions for future improvements. Engagement was conducted on the Town's Your Thoughts page, with the key tool being an online survey in addition to an interactive map. Engagement was open for a two-week period and received 66 unique responses (survey submissions or comments on the interactive map). A total of 310 visits were made to the Your Thoughts page over this time showing a high level of awareness of this project.

Results showed a strong emphasis on the **provision of bike and pedestrian infrastructure, and improved public transport services**, as priorities for local residents. Full results are analysed in this report, and findings will influence the updated IMNS and PMP.

# 2 INTRODUCTION

## 2.1 PROJECT BACKGROUND

The Town of Victoria Park (the Town) is updating the Integrating Movement Network Strategy (IMNS) and Parking Management Plan (PMP) to ensure the future of the Town's movement network and parking network is strategically aligned. An updated strategy and plan will help share the future of the Town as an inner-urban community and a thriving place to live, work and play.

The Town's first IMNS was developed in 2013 and reviewed in 2019 to prioritise the remaining projects. The PMP was developed in 2009 and has since not been reviewed.

Critical to the success of the strategy and plan is meaningful and regular stakeholder engagement to create awareness and build positive relationships in the community. The Town undertook a workshops with Elected Members in early 2020 to guide the project, discuss the potential alignment of the two strategic documents, as well as develop scope inclusions.

Following discussions at the workshop, Elected Members and Town Officers recommended:

- The IMNS and PMP be reviewed together to ensure a cohesive approach.
- The IMNS should encourage highly accessible places, with a pedestrian focus with local populations sustaining local businesses. Active transport modes should be prioritised.

The broader community was engaged through an online survey running for two weeks in March 2021.

## 2.2 ENGAGEMENT OBJECTIVES

One of the keys to the success of any project is working to create the right environment for engagement that is open, transparent and effective.

Engagement objectives for the IMNS and PMP included:

- Create awareness and understanding of the update of the IMNS and PMP
- Understand stakeholder's aspirations and priorities for how the Town's transport network should look
- Receive location specific information for issues and opportunities
- Create opportunities for the community to provide their feedback on relevant matters relating to each document
- Build relationships with residents, visitors, local businesses, key stakeholders and the wider community
- Support the Town's objective of being Perth's most empowered and engaged community.

# 3 APPROACH

## 3.1 ONLINE PLATFORM

Online engagement was conducted using the Town's online engagement platform, Your Thoughts, shown in the image below.

Figure 1 Your Thoughts platform




This provided an accessible, interactive and transparent engagement approach. The site also provided a single source of information for all stakeholders and the community, enabling them to access up-to-date project information and understand how to contribute feedback.

The site included information about the project, frequently asked questions (which can be found in Appendix A), historical documentation, a community survey (see Appendix B) and interactive map.

The survey was open for two-week period and received 56 responses to the survey and 10 comments on the interactive map. A total of 310 visits were made to the Your Thoughts page.

The survey included questions on how people travel around the Town and what potential transport improvements could be introduced to enhance local travel and connectivity.

Engagement was promoted by the Town through their social media, local newspapers and flyers.

Figure 2 Social media advertising

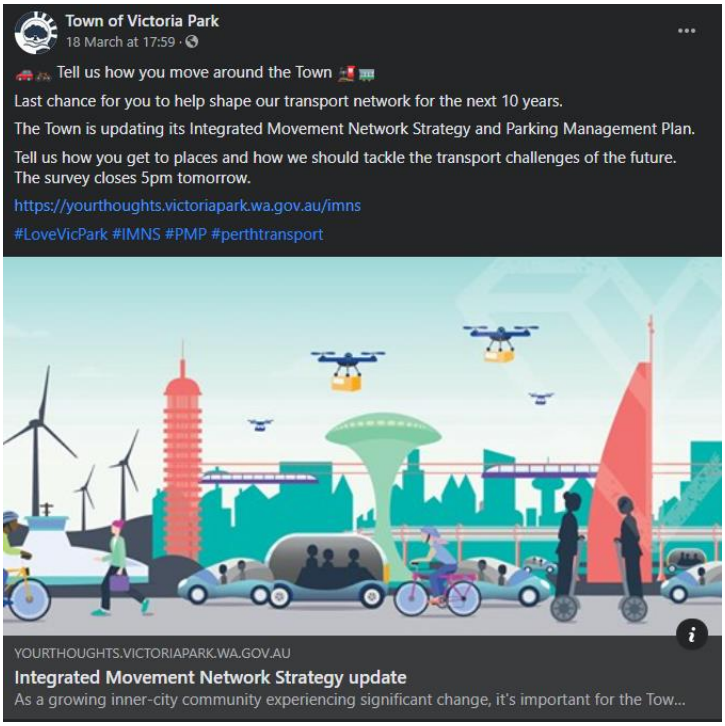



Figure 3 Flyer



# 4 CONSULTATION OUTCOMES

## 4.1 PROFILE OF RESPONDENTS

All respondents were from suburbs within the Town, with the majority (32%) from East Victoria Park. Other suburbs frequently mentioned included Victoria Park, Lathlain and Carlisle.

People aged between 35-44 were the most frequent (27%) responders, with those aged 25-34 and 45-54 also common age groups.

This corresponds to the age structure of the Town, where there is a high proportion (15%) of residents aged 35-44. The highest proportion of residents are those aged 25-34 (23%).

Figure 4 Q1: What is your residential suburb?

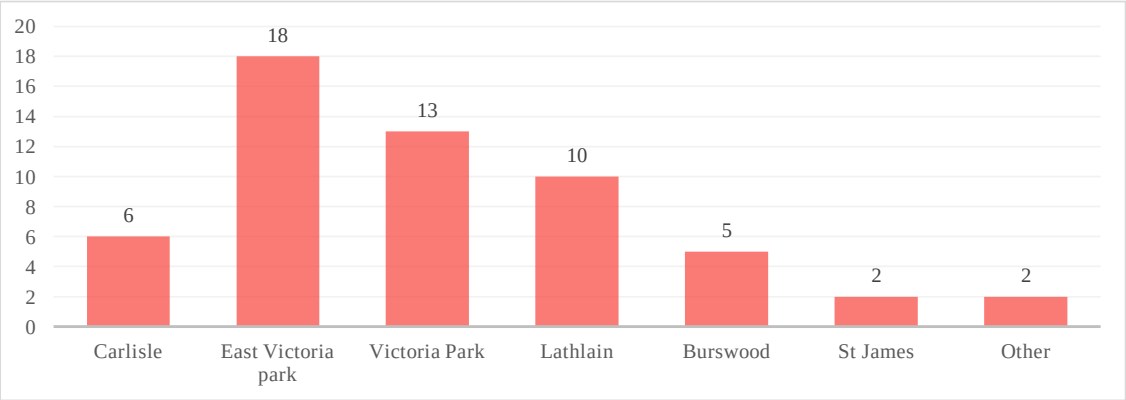



Figure 5 Q2: What is your age?

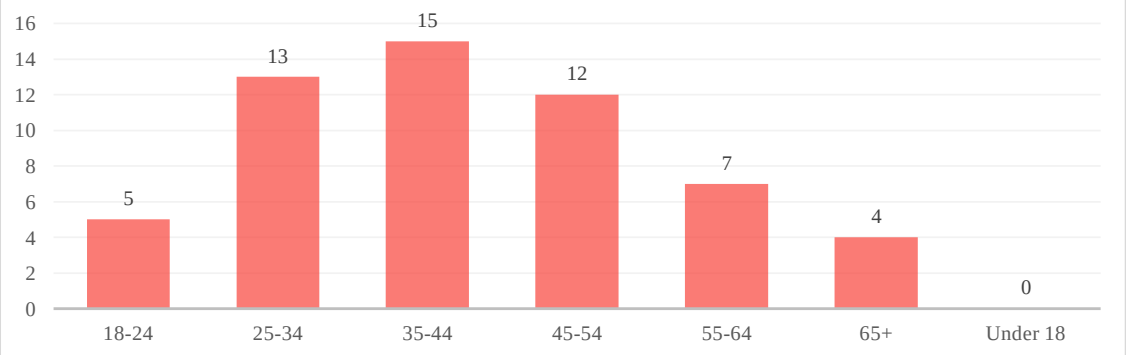
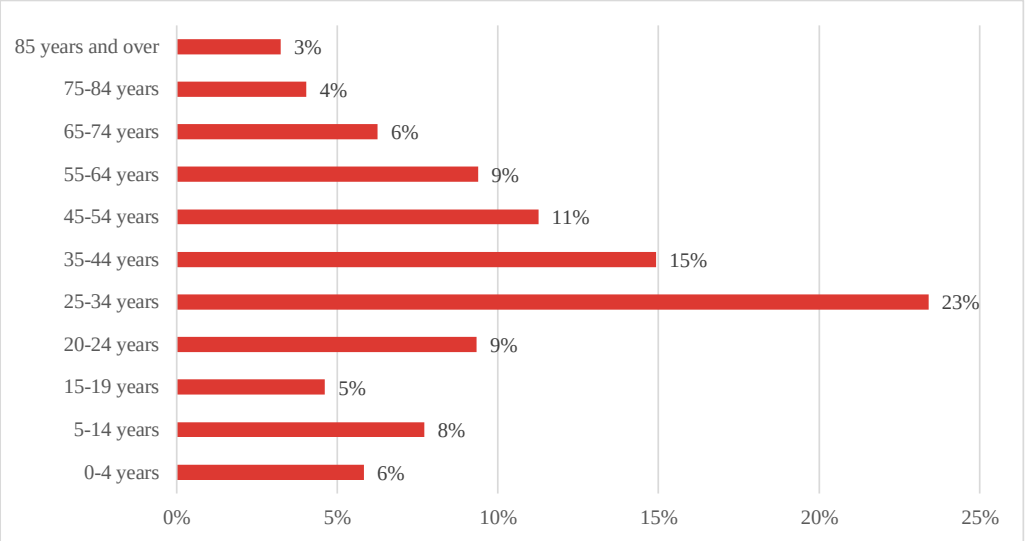


Figure 6 Age comparison in Town of Victoria Park, data from 2016 Census




## 4.2 ONLINE COMMUNITY SURVEY RESULTS

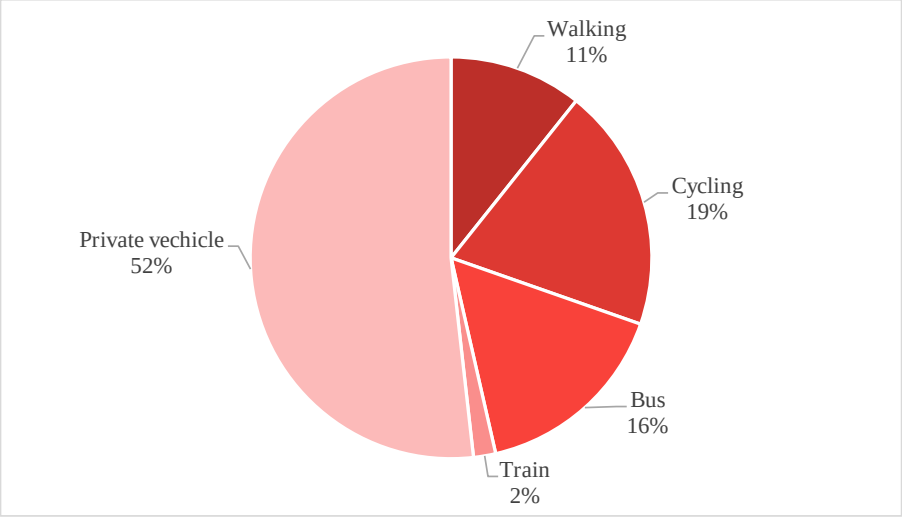
*TRAVEL BEHAVIOUR*

On a whole, over half (52%) of respondents' most common method of transport was private vehicle. This was followed by cycling (20%) and bus (16%).

Of those who chose to travel by private vehicle, 52% stated **"It's the most practical and suits my needs."** Other common responses were that travelling by private vehicle is the most convenient method and the distance is too great on other modes.

Overall, respondents (26%) chose their most common method of transport according to the enjoyment, comfort and attractiveness of the method.

Figure 7 Q3: What is your most common method of transport?

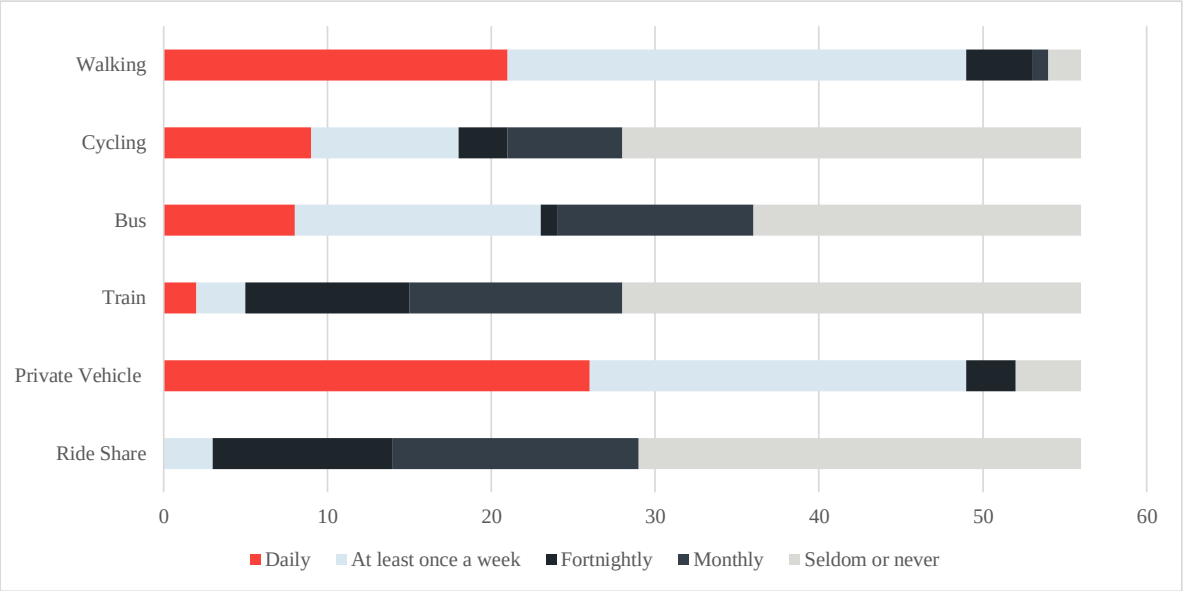


### *FREQUENCY OF TRANSPORT METHOD*

When ranking how often various transport methods are taken, half (50%) of respondents chose to walk somewhere at least once a week, with 38% walking somewhere daily. This is comparative to travel by private vehicle, where 46% drive daily, and 41% at least once a week.

Most respondents seldom travelled by cycling, bus, train or rideshare.

Figure 8 Q5-10: Please tell us how often you travel by a specific method




### *IMPROVING TRANSPORT JOURNEYS*

Respondents were asked for the most important factors to improving their transport journeys using a ranking system of 1-6, where 1 was the most important and 6 the least important. This question provides insight to the type of change the community seeks relating to how they move around the Town.

According to the survey, **wider footpaths with more street trees and street furniture** was ranked as the most important factor (2.86/6) for improving transport journeys. This was followed by **improving bike infrastructure** (2.88/6) and **improving public transport services** (2.89/6).

Respondents were then asked to further elaborate on what factors could improve their transport journeys. A full list of comments can be found in Appendix B. A number of common responses are outlined below.

**"*Improving maintenance of cycle and pedestrian paths.*"**

***"Safer cycle paths on the side of roads… improve cycle infrastructure."***

***"Improving public transport amenity."***

***"Bike networks between the city, river and Albany Highway strip."***

***"Bus priority measures."***

***"Tree canopies and shade."***

Figure 9 Q12 responses as a word cloud




*LOCAL IMPROVEMENTS*

Respondents were asked for the most important factors to improving transport in their local area using a ranking system of 1-5, where 1 was the most important and 5 the least important.

Local improvements included:

- Improving pedestrian connectivity, amenity and safety
- Improving bike infrastructure and cycling networks
- Improving safety of the road network
- Reducing congestion
- Managing parking / easier to park closer to my destination.

Overall, **improving pedestrian connectivity, amenity and safety** was ranked as the most important factor (1.86/5) local areas. This was followed by **improving bike infrastructure and cycling networks** (2.46/5). A breakdown per suburb in the Town is below.

Table 1 Local improvements

| TOWN | MOST IMPORTANT FACTOR | SECOND MOST IMPORTANT FACTOR |
|---|---|---|
| Carlisle | Improving safety of the road network | Improving pedestrian connectivity, amenity and safety |
| East Victoria Park | Improving bike infrastructure | Improving public transport services |
| Victoria Park | Wider footpaths with more street trees and street furniture | Improving bike infrastructure |
| Lathlain | Improving pedestrian connectivity, amenity and safety | Improving bike infrastructure |
| Burswood | Wider footpaths with more street trees and street furniture | Improving bike infrastructure |
| St James | Reducing congestion | Wider footpaths with more street trees and street furniture |

### *ACTIVITY CENTRE IMPROVEMENTS*

Respondents were asked for the most important factors to improving transport for local activity centres using a ranking system of 1-5, where 1 was the most important and 5 the least important.

Overall, **improving pedestrian connectivity, amenity and safety** was ranked as the most important factor (2.04/5) for local activity centres, such as Albany Highway strip. This was followed by **improving bike infrastructure and cycling networks** (2.77/5).

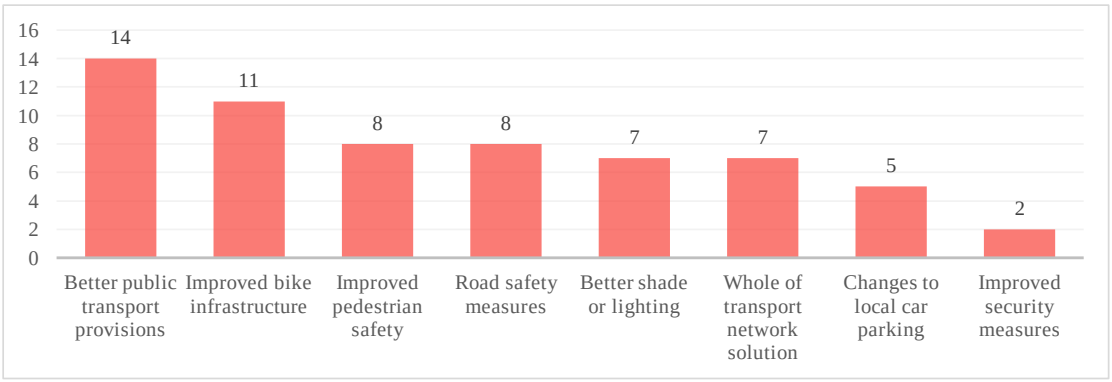
### *OTHER COMMENTS*

The final question in the survey asked respondents what else could be done to improve travel around the Town, specifically regarding improvements to safety, connectivity and sustainability of the transport system.

Majority of the comments were related to **better public transport provisions (cost/availability/network).** This included short and free bus services, particularly through the Albany Highway Strip, and better connectivity between bus and train services. **Improved bike infrastructure**, including better cycle networks, off-road cycle paths and improved signage were some suggestions made by respondents.

The comments provided have been grouped into categories shown in the graph. Quotes are provided to share a snapshot of the feedback received.

Figure 10 Q10: What else could be done to improve the way you travel around the Town?




***"Improved bike infrastructure: bike lanes, signage, surface treatments, maintenance, connectivity, capacity, end-of-trip facilities, parking."***

***"Improving public transport amenity, to make it more appealing for all public transport users."***

***"Create bike networks between city, river through the Albany Highway strip."***

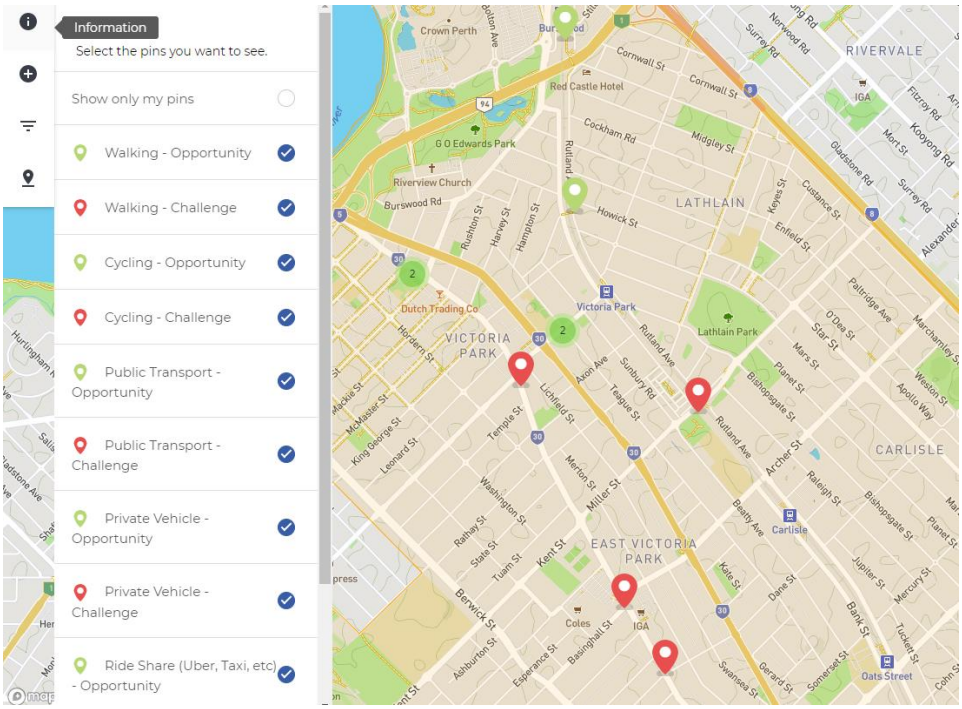
***"I'm more likely to patronage local shops, public amenities and food places that are easy to get to with a pram."***

***"Albany highway could be so great as a pedestrian friendly zone, encouraging more nightlife and business along the strip."***

## 4.3 INTERACTIVE MAP

An interactive map was provided to allow respondents to identify potential opportunities and challenges for moving around the Town, shown in the image below.

Figure 11 Interactive map




A total of 10 comments were made on the map where the green marker corresponds to an opportunity, and the red marker corresponds to a challenge. Comments were evenly distributed with five comments received for both opportunities and challenges. Generally, almost all of the comments (90%) made were regarding **pedestrian and cycling connectivity, facilities or safety.**

Figure 12 Map markers

| MARKER TOPIC | NUMBER OF COMMENTS |
|---|---|
| Walking | 6 |
| Cycling | 4 |
| Public Transport | 0 |
| Private Vehicle | 0 |
| Ride Share (Uber, Taxi, etc) | 0 |
| My Favourite Place | 0 |

Comments received have been tabulated in Appendix D.

# 5 KEY FINDINGS

In general, online engagement received **meaningful suggestions on how transport journeys could be improved** for the Town.

Survey respondents shared a spread of feedback, majority of which related to the **provision of bike and pedestrian infrastructure, and improved public transport services.**

Overall, the majority of respondents were from East Victoria, aged 35-44. Over half of respondents use private vehicles as their primary way of getting around the Town, because of its practicality and suitability to respondents' needs.

Respondents value enjoyment, comfort and attractiveness when moving around the Town, and are frequent walkers and drivers.

In summary, many comments were received suggesting the Town:

- Provide off-road cycling paths and better bike connectivity through the Town
- Improve pedestrian footpaths and provide safe connections across busy roads
- Improve amenity through the provision of shade and lighting on local streets
- Investigate the connectivity of public transport services in the area.

# 6 NEXT STEPS

It is important for the Town to **manage stakeholder and community expectations** and define the scope of this project in ongoing communications, and also consider in time what improvements may need to be made to improve transport journeys.

These findings will be used to inform the development of the revised Integrating Movement Network Strategy (IMNS) and Parking Management Plan (PMP). This includes the development of key objectives of the IMNS and PMP and development of initiatives for the Town to implement.

Following the engagement, it is also important to **keep the community informed** and let them know how their feedback has influenced the project. In June 2021, the draft IMNS & PMP will be advertised on the Town's Your Thoughts page for public comment. This will provide the community the opportunity to provide feedback on the draft documents to be incorporated in the final IMNS & PMP. To facilitate further engagement, the online engagement requested the respondent to identify if they are interested in being kept updated with this project. Those who selected yes and provided an email address will be notified by email when the draft IMNS & PMP is available for public comment.

In addition to the above, the project webpage should also consider including the following information:

- Summary of feedback received
- How feedback has influenced the project
- Project timeline or next steps
- Updated frequently asked questions.

This update can also be shared with the 41 respondents who would like to stay updated on the project.

# APPENDIX A

## FREQUENTLY ASKED QUESTIONS

# A1 FREQUENTLY ASKED QUESTIONS

As a growing inner-city community experiencing significant change, it's important for the Town of Victoria Park to take steps now to create a resilient and accessible transport network. Our transport network will impact the daily lives of all the residents, businesses and visitors in the Town and will be an important factor in shaping how our community develops.

**What is happening now?**

The Town of Victoria Park is updating its Integrated Movement Network Strategy and Parking Management Plan to guide the way we upgrade and manage our streets, spaces and transport systems. These documents will determine what the Town's transport network in the future will and help us respond to the transport challenges we face as a growing inner-city community.

**How can I have my say?**

We want to hear about how you move around and how our transport network can help make the Town a great place to live, work and play. Let us know your thoughts by filling out the brief survey below to help us shape these important strategic documents.

You can also tell us about specific places by using the map tool below.

**How can I get more information?**

Please see our document library for more information on the Town's current Integrated Movement Network Strategy and Parking Management Plan. Updates will be posted on this page as the project progresses.

**Which geographical area does the IMNS and PMP include?**

The documents will include recommendations for the Town of Victoria Park Local Government Area, with an additional focus on activity centres (e.g. Albany Hwy strip).

**Why do this now?**

As a rapidly growing urban community, it is important that we plan for the future to make sure our infrastructure can meet the needs of our current and future community. With significant investment in rail and road infrastructure effecting the Town over the next 10 years, we need to ensure our local main streets can cope with these changes and become thriving places to live, work and play.

**How does my feedback influence the IMNS and PMP?**

Community feedback received through the online survey will be used to guide the vision and priorities for the IMNS and PMP. Feedback shared by geographically pinpointing a challenge or opportunity will influence the recommendations put forward in the documents.

# APPENDIX B

## COMMUNITY SURVEY

CLOSED: This survey has concluded.

All fields marked with an asterisk (*) are required.

1. What is your residential suburb? *

- [ ] Carlisle
- [ ] East Victoria Park
- [ ] Victoria Park
- [ ] Bentley/Technology Park
- [ ] Lathlain
- [ ] Burswood
- [ ] St James
- [ ] Welshpool
- [ ] Other (please specify)

2. What is your age? *

- [ ] Under 18
- [ ] 18-24
- [ ] 25-34

- [ ] 35-44
- [ ] 45-54
- [ ] 55-64
- [ ] 65+

3. What is your most common method of transport? *

- [ ] Bus
- [ ] Rideshare (eg. Uber, Taxi, etc)
- [ ] Private vehicle
- [ ] Walking
- [ ] Cycling
- [ ] Train

4. Why is this currently the most suitable method for you

*choose up to 3* *

- [ ] It's safest
- [ ] It's the most cost effective
- [ ] It best aligns with my personal beliefs and/or ethics

- [ ] It's the most convenient for me at the moment
- [ ] It's my only option
- [ ] The distance is too great otherwise
- [ ] It's just what I have always used
- [ ] It's the most enjoyable, comfortable or attractive
- [ ] It's fastest
- [ ] It's the most practical and suits my needs best

5. Please tell us how often you travel somewhere by - Walking?

- [ ] Daily
- [ ] At least once a week
- [ ] Fortnightly
- [ ] Monthly
- [ ] Seldom or never

6. Please tell us how often you travel somewhere by - Cycling?

- [ ] Daily
- [ ] At least once a week
- [ ] Fortnightly
- [ ] Monthly
- [ ] Seldom or never

7. Please tell us how often you travel somewhere by - Bus?

- [ ] Daily
- [ ] At least once a week
- [ ] Fortnightly
- [ ] Monthly
- [ ] Seldom or never

8. Please tell us how often you travel somewhere by - Train?

- [ ] Daily
- [ ] At least once a week
- [ ] Fortnightly

- [ ] Monthly
- [ ] Seldom or never

9. Please tell us how often you travel somewhere by - Private vehicle?

- [ ] Daily
- [ ] At least once a week
- [ ] Fortnightly
- [ ] Monthly
- [ ] Seldom or never

10. Please tell us how often you travel somewhere by - Rideshare (Uber, Taxi, etc)?

- [ ] Daily
- [ ] At least once a week
- [ ] Fortnightly
- [ ] Monthly
- [ ] Seldom or never

11. From the list below, please rank what you think would be most important to improving your transport journey?

*Rank most effective number 1 and least effective number 6* *

- Improving public transport services
- Wider footpaths with more street trees and street furniture
- Improving safety of the road network
- Reducing congestion
- Managing parking / easier to park close to my destination
- Improving bike infrastructure

12. Please provide more details on what exactly you think is most important to improve from the above options? *

Please add your comment here...

13. Please rank the following in order of importance for **your local area:**

*Rank most important number 1 and least important number 5* *

- Improving safety of the road network
- Reducing congestion
- Managing parking /easier to park close to my destination
- Improving bike infrastructure and cycling networks
- Improving pedestrian connectivity, amenity and safety

14. Please rank the following in order of importance for local **activity centres (e.g Albany Hwy strip):** *Rank most important number 1 and least important number 5* *

- Improving pedestrian connectivity, amenity and safety
- Improving safety of the road network
- Improving bike infrastructure and cycling networks

Managing parking /easier to park close to my destination

Reducing congestion

15. What else could be done to improve the way you travel around the Town - to improve safety, connectivity and sustainability of the transport system? *

Please add your comment here...

SAVE & CONTINUE

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# APPENDIX C

## SURVEY RESULTS

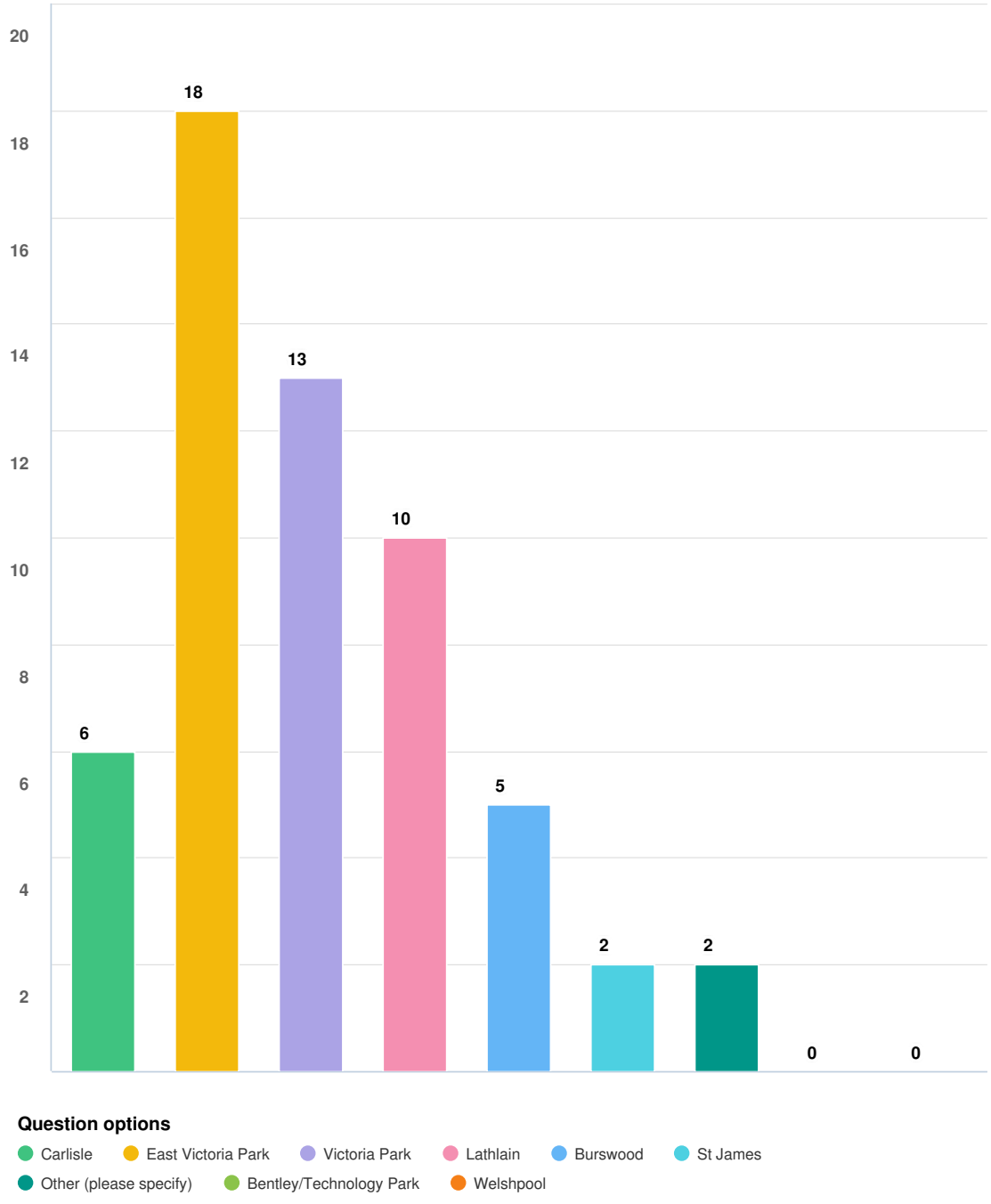
# Community Survey - Integrated Movement Network Strategy and Parking Management Plan

**SURVEY RESPONSE REPORT**
19 November 2015 - 21 March 2021

**PROJECT NAME:**
Integrated Movement Network Strategy update

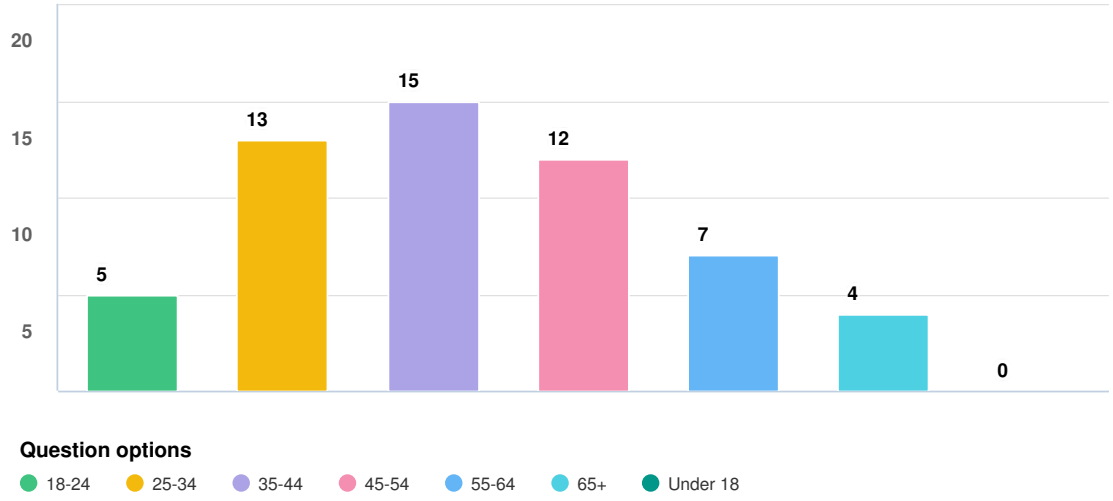
# SURVEY QUESTIONS

## Q1 What is your residential suburb?



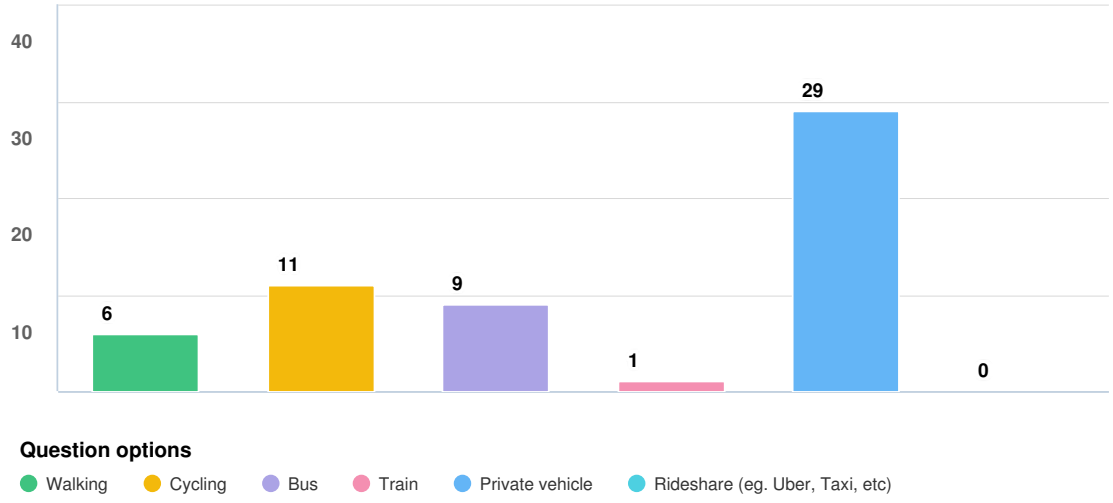

*Mandatory Question (56 response(s))*
*Question type: Checkbox Question*

## Q2 What is your age?



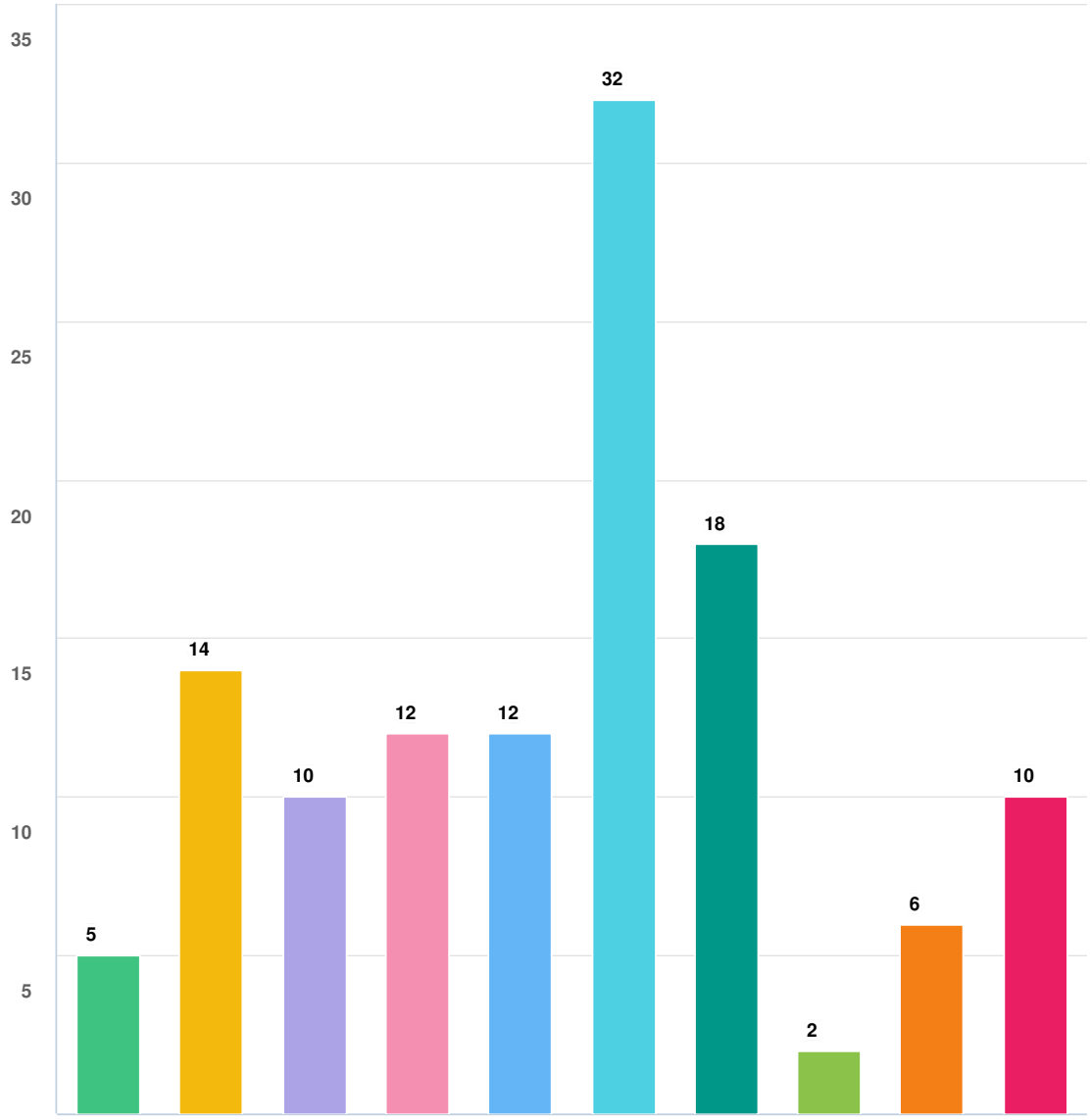

*Mandatory Question (56 response(s))*
*Question type: Checkbox Question*

## Q3 What is your most common method of transport?




*Mandatory Question (56 response(s))*
*Question type: Checkbox Question*

## Q4 Why is this currently the most suitable method for youchoose up to 3

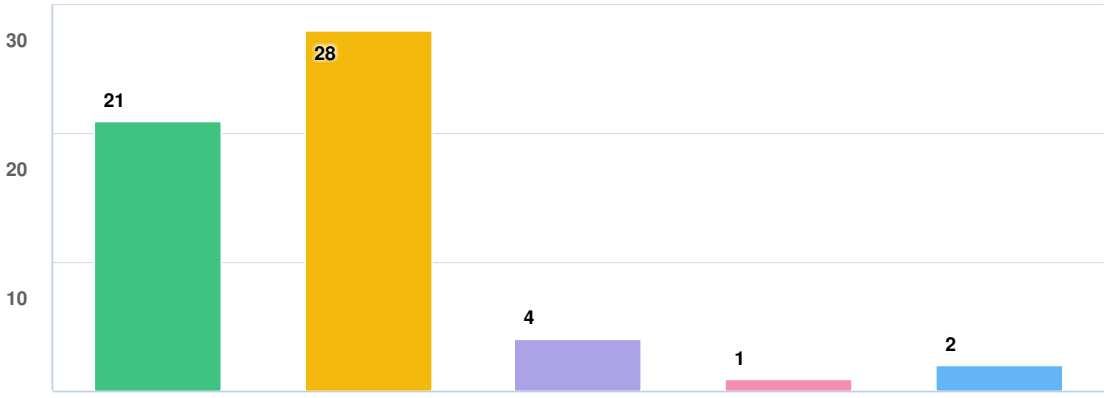



**Question options**

- It's safest
- It's fastest
- It's the most cost effective
- It best aligns with my personal beliefs and/or ethics
- It's the most enjoyable, comfortable or attractive
- It's the most practical and suits my needs best
- It's the most convenient for me at the moment
- It's just what I have always used
- It's my only option
- The distance is too great otherwise

*Mandatory Question (56 response(s))*
*Question type: Checkbox Question*

## Q5 Please tell us how often you travel somewhere by - Walking?

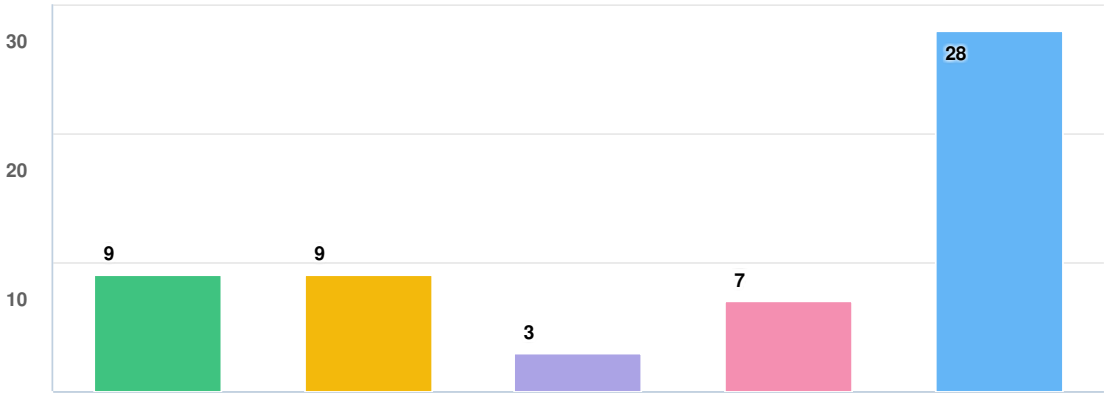



**Question options**

Daily At least once a week Fortnightly Monthly Seldom or never

*Optional question (56 response(s), 0 skipped)*
*Question type: Checkbox Question*

## Q6 Please tell us how often you travel somewhere by - Cycling?

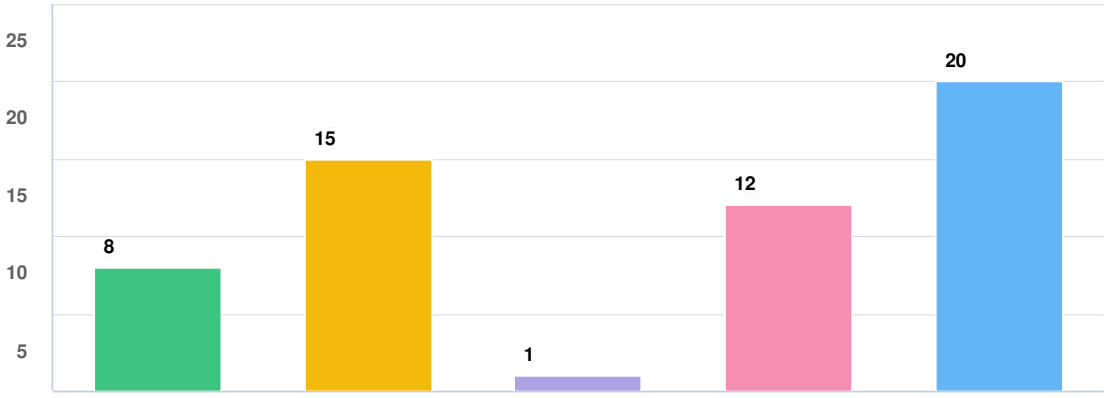



**Question options**

Daily At least once a week Fortnightly Monthly Seldom or never

*Optional question (56 response(s), 0 skipped)*
*Question type: Checkbox Question*

## Q7 Please tell us how often you travel somewhere by - Bus?

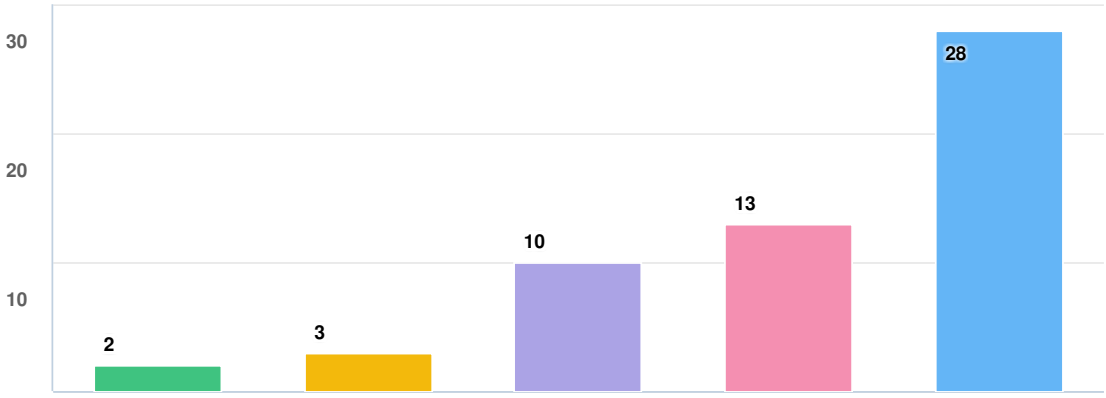



**Question options**

Daily At least once a week Fortnightly Monthly Seldom or never

*Optional question (56 response(s), 0 skipped)*
*Question type: Checkbox Question*

## Q8 Please tell us how often you travel somewhere by - Train?

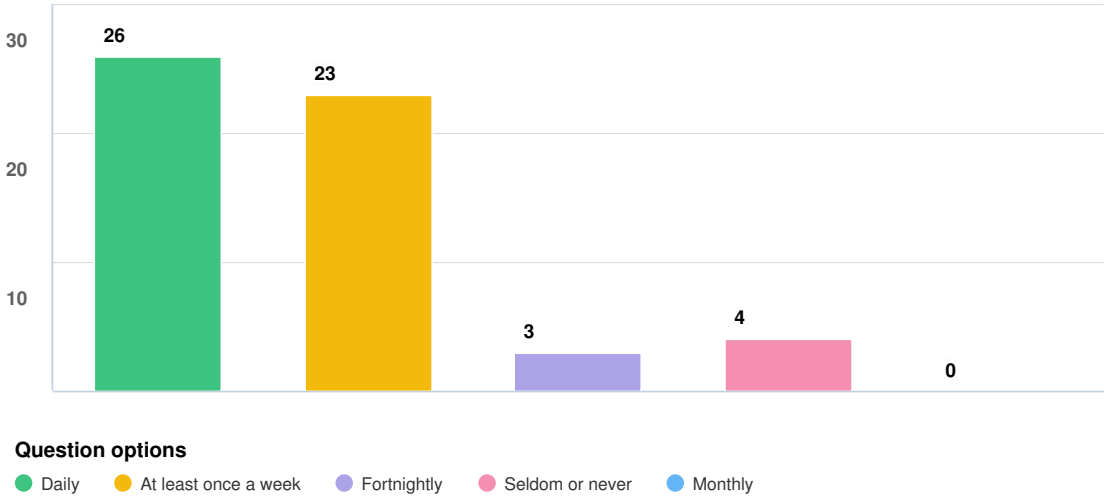



**Question options**

Daily At least once a week Fortnightly Monthly Seldom or never

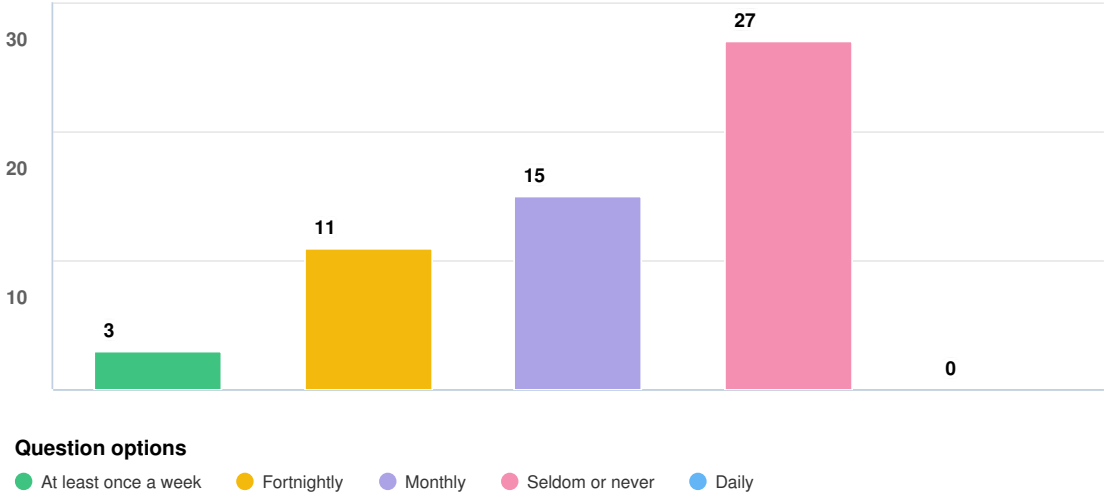
*Optional question (56 response(s), 0 skipped)*
*Question type: Checkbox Question*

## Q9 Please tell us how often you travel somewhere by - Private vehicle?




*Optional question (56 response(s), 0 skipped)*
*Question type: Checkbox Question*

## Q10 Please tell us how often you travel somewhere by - Rideshare (Uber, Taxi, etc)?




*Optional question (55 response(s), 1 skipped)*
*Question type: Checkbox Question*

**Q11** **From the list below, please rank what you think would be most important to improving your transport journey?Rank most effec...**

| OPTIONS | AVG. RANK |
|---|---|
| Wider footpaths with more street trees and street furniture | 2.86 |
| Improving bike infrastructure | 2.88 |
| Improving public transport services | 2.89 |
| Improving safety of the road network | 3.71 |
| Reducing congestion | 4.11 |
| Managing parking / easier to park close to my destination | 4.55 |

*Mandatory Question (56 response(s))*
*Question type: Ranking Question*

**Q12** **Please provide more details on what exactly you think is most important to improve from the above options?**

Improving maintenance of cycle and pedestrian paths. Lots of footpaths with overhanging or overgrown trees/shrubs, and lots of broken glass on paths and roads

Safer cycle paths down the side of the roads. They are never cleared and have tree debris and sand on them all the time. Improve cycle infrastructure for more people to cycle. More cycle racks to park bikes but safe ones. Many bikes are stolen.

More accessories free public transport

Traffic on Albany hwy between Kent Street and Hampshire Street is always congested most hours of the day.

- footpaths on both sides of every road - reduced car speed limits - physically separated bike lanes (from cars & pedestrians) - improved bike infrastructure: bike lanes, signage, surface treatments, maintenance, connectivity, capacity, end-of-trip-facilities, parking

ToVP is a well connected and integrated local government area with a high number of services and amenity being available within walking, cycling and public transport distance. An improved transport network with high frequency public transport safe and attractive cycling and walking routes in concert with string parking management would promote shorter journeys to be undertaken via alternative transport modes to private vehicles.

Improving public transport amenity, to make it more appealing for all public transport users. Increasing signage, and facilities at bus stops and train stations

Create bike networks between city, river, through the Albany Hwy strip. Reduce cars on the strip but running light rail cars or something up the main guts to move between restaurants & entertainment venues.

For access within the park and to the river Need a cycle path down Albany highway, both the current options footpath and roads are unsafe.

An improved walking environment especially crossings of major roads eg Shepperton Road, Burswood Road

Traffic lights at Orrong Rd and Roberts Rd crucial. Where are results of traffic counts after no right turn trial? Lights at Francisco Place - to and from a tiny car park are a joke and should be removed with installation at Roberts

Road instead. Traffic calming has been put in place throughout Lathlain at great expense. Weston and Marchamly Streets in Carlisle are experiencing increased volume (many vehicles speeding/driving dangerously ) as the volume on Roberts Road continues to grow. Unlike Lathlain there is no traffic calming on these two residential streets. Urgent action required to address these issues!!!

most suburbs have amazing shared paths that help you get to the city on a bike without risking life and limb, but not victoria park. Our cycling infrastructure is pathetic. I refuse to cycle in victoria park it's just far too risky.

I walk everywhere with my young child. Shaded footpaths are very important for keeping babies safe from the harsh sun. It also keeps everyone cool. Well-maintained footpaths make my commute less stressful and more attractive. I'm more likely to patronage local shops, public amenities and food places that are easy to get to with a pram.

Safe facilities for road users

Cycling safety. Particularly some cramped intersections like Macmillan and Berwick, and around the vic park post office to ursula frayne.

Reduce traffic down albany hyway by implementing traffic diversions to improve pedestrian and alfresco experience

Separating cyclists from road traffic

Footpaths are in terrible condition and are not continuous. We have to cross extra roads to follow the paths. The crossings do not line up forcing a longer path across roads. Lots of work to do

Allowing higher density development without adequate parking puts increasing pressure on residential areas with regard to illegal parking and traffic congestion.

There is a growing demand for cycling resources, in addition to the environmental benefits. It would be great to see Vic park embracing this and perhaps becoming leaders in this space.

I am 64 years of age and have arthritis in my left knee. I am one of an increasing number of long-term rate-payers in the TVP who is experiencing the difficulties associated with aging. I cannot ride a bike; I cannot walk on a footpath any more than about 100 metres without experiencing pain; therefore I cannot comfortably walk to the nearest bus-stop, get up the steps on the bus, walk to my eventual destination or make a similar return journey carrying even a small amount of shopping; my private vehicle is my only option to get to medical appointments, visit the nearest shopping centre etc. Even having to park any distance away from my destination is a problem.

The TVP should be planning for ALL ratepayers and residents. Those who are, say in their 50's, at the time of this survey will be in their 60's in ten years time and their priorities WILL change. Swimming is movement too. I try to manage my arthritis with aquatic walking at Aqualife. Despite being a long-term rate-payer and having a Senior's Card I have to pay $4.80 each time I visit Aqualife for exercise - even though it is recommended by my GP. At present the same fee applies to residents (as opposed to rate-payers) and to visitors from outside the TVP. If I visit just twice a week it equates to nearly $500 per annum which I essentially have to add to my TVP rates expenses each year. Please consider a "one visit a week free" policy at Aqualife for rate-payers who hold concession or seniors cards.

Creating attractive walking environments encourages greater use of active transport and safer urban environments generally. The station or bus stop seems much closer with a positive experience.

More trees

A bike lane along Albany Highway

Sink Orrong Road for thru traffic... and eliminate the rat run thru Lathlain where these knobheads then take another short cut thru the Francisco shop carpark to get onto Orrong Rd rather than wait their turn

I think the Albany Hwy strip needs to be better managed for congestion. We need to look at ways to remove vehicles from this section.

Ensure bus services remain reliable with bus priority measures to ensure buses aren’t delayed by congestion in Albany Highway and better walking environment for pedestrians (trees, shade, wider footpaths, better crossing points, 40kph speed limit on residential streets)

Albany highway could be so great as a pedestrian friendly zone, encouraging more nightlife and business along the strip. It would also make it more pleasant to walk down during summer if there were more street trees

Connecting existing links within suburbs with safe protected (not just painted lines) bike / scooter etc lanes. E.g to gt eastern highway overpass, railway line overpass, orrong road over pass, along Robert’s road between orrong, thru sheparton and Albany highway. Letting pedestrians and bike riders know they are valued as much as cars and that our streets are residential- where people live, and to expect people walking, riding bikes etc so slow down / be aware

Na

My responses to Q1 - 10 above reflect that I drive into the city for work, however I answered this survey because we walk into Vic Park for coffee or lunch 3 times a week. Wider footpaths and a dedicated path for the Uber cyclists would be ideal.

Make public transport friendlier and inviting

Putting in footpaths on both sides of the street. Additional dedicated bike paths

Footpaths tha5 are safe and maintained. Burswood and South Perth are examples of great paths along the river. Vic Park's footpaths in the Town are in need of regular maintenance

Better public transport links. No bus in Lathlain to link with Victoria Park train station. 15 minute walk tobtrain station on top of 1 hour journey to work just too much. Morer bike paths, continuous cycle paths like along railway line should be expanded throughout the Town.

Albany highway and Berwick could both use cycle paths and/or a more intergrated cycle network

It's a lovely suburb but with the separation of the areas it would be great to have a cat bus or similar

Safe and accessible bike infrastructure that is separate to the road and pedestrians, that also allows people on mobility devices to travel easily. These should be integrated so that bike riders can arrive at their destination quickly without having to go through extensive detours. We also need much safer intersections that favour people more than cars, and allow children to cross safely.

I would ride my bike more often, but just about everyone I know who rides a bike locally has had it stolen outside their destination!

Access for all options so that individuals can chose which suits them

.

More cycling paths More shade trees Tunnels under sheparton road

Easier to get around by bike makes it more likely I'd break mine out more, with my wife (better protection from other traffic on the road)

Cycling is a very effective way to move around and keep fit, but the roads are becoming increasingly dangerous. Without laws and infrastructure to support cycling, it is simply becoming too risky to consider as a reliable form of transport.

Do not exacerbate the already unsafe, dangerous traffic congestion and inadequate parking around UFCC (Primary) by agreeing to the Child Care proposal. The area is already very unsafe for pedestrians and vehicles. Even one more car is one car too many. It is absolute common knowledge in the area about how unsafe those surrounding roads are. In 2017 the Town of Vic Park identified that there were serious safety concerns with the traffic there. A ring road was proposed, but after many different plans, a consensus could not be reached, so the proposal was shelved. These problems negatively affect and impact the lives of nearby residents, who are simply trying to have quiet enjoyment of their home. Four years later the parking and traffic problems are much worse. This year compounded by the extra intake of a 3 year old kindergarten class. The mix of mainly elderly and retired people going to the church daily (both pedestrians and vehicles) plus the school children and their parents and grandparents doing drop off and pick up (both pedestrians and vehicles) is a dangerous situation and one day an innocent person/people will suffer because the Local Council did not fully understand "Duty of Care". Duty of care means that the Council has both a moral and a legal responsibility to ensure safe roads are provided for the community. How dare the traffic dept of this Council abandon our rights to safety? Especially when the safety problems are evident to all in the community.

Bike lanes and better paths

The frequency of buses. Especially the route 220, to Armadale which is the only service along Albany Hwy, between Basinghall Street and Shepparton Rd/Welshpool Rd. Not everyone can walk/ride/wheel themselves to/from parallel services on Shepparton Rd or Berwick St.

Victoria Park currently lags behind other suburbs in providing safe cycle lanes and access. E.g. for me using Albany highway is almost unavoidable and the road just isn't set up for cyclists. PSPs urgently needed to connect residents to city, River PSPs, Curtin and local cafe strips/businesses.

Tree canopy along Albany Highway, particularly the more open areas around the car yards

More infrastructure for safe cycling and walking signalling people have priority in public spaces. Bike lanes out of the door zone would be terrific!

More shade on Bishopsgate Street - it is so hot walking along here to the station in summer. It also needs to be easier to cross Shepperton road.

| | |
|---|---|
| | Comfortable, convinient, all day/all night public transport. Small mini busses, wizing public around. Flaging small public busses down at any point, not just bus stops. |
| | More public transport options like tram or dedicated bus lane through Albany hwy. create large multi-storey car parks on Albany hwy |
| | Less congestion and traffic |
| | Improved pedestrian footpath networks and plant more trees for shade. |
| | Currently in Lathlain our verges are under cared for especially where our new railway noise barriers are. They have been left looking like a weedy, barren, construction site. |

**Mandatory Question** (56 response(s))
**Question type:** Essay Question

## Q13 Please rank the following in order of importance for your local area:Rank most important number 1 and least important number 5

| OPTIONS | AVG. RANK |
|---|---|
| Improving pedestrian connectivity, amenity and safety | 1.86 |
| Improving bike infrastructure and cycling networks | 2.46 |
| Improving safety of the road network | 3.09 |
| Reducing congestion | 3.61 |
| Managing parking /easier to park close to my destination | 3.98 |

*Mandatory Question (56 response(s))*
*Question type: Ranking Question*

## Q14 Please rank the following in order of importance for local activity centres (e.g Albany Hwy strip):Rank most important number 1 and least important number 5

| OPTIONS | AVG. RANK |
|---|---|
| Improving pedestrian connectivity, amenity and safety | 2.04 |
| Improving bike infrastructure and cycling networks | 2.77 |
| Improving safety of the road network | 3.14 |
| Reducing congestion | 3.27 |
| Managing parking /easier to park close to my destination | 3.79 |

*Mandatory Question (56 response(s))*
*Question type: Ranking Question*

## Q15 What else could be done to improve the way you travel around the Town - to improve safety, connectivity and sustainability of the transport system?

Better lighting. Some quite dark patches around eg pedestrian crossing at the Canning hwy off ramp at Albany Hwy nrtheriver

Free busses to go around Victoria Park and East Victoria Park.

Two ideas. The first is having a free cat bus up and down the strip. I walk a lot to the shops and cafes etc. and sometime places are too far to walk to so I have to put the baby in the car and drive (and then spend forever trying to find parking). Would be nice to just hop on and off a bus to get where I want on the strip. Secondly, crossing roads while walking down the strip (especially between Reid's and the servo) is pretty difficult. Maybe some road islands or roundabouts or more zebra crossings there would be handy. I like roundabouts and they will also help drivers at these intersections and allow pedestrians to cross without deviating too far away from the strip just to cross the road, like what is currently happens on the strip zebra crossings.

Can't think of any

- footpaths on both sides of every road - reduced car speed limits - physically separated bike lanes (from cars & pedestrians) - improved bike infrastructure: bike lanes, signage, surface treatments, maintenance, connectivity, capacity, end-of-trip-facilities, parking

ToVP is a well connected and integrated local government area with a high number of services and amenity being available within walking, cycling and public transport distance. An improved transport network with high frequency public transport safe and attractive cycling and walking routes in concert with string parking management would promote shorter journeys to be undertaken via alternative transport modes to private vehicles.

In event listings and websites include information for public transport users so more visitors are aware of the services available

Long term Albany Highway will be the Chapel Street on Perth. Find a way to connect the whole strip from Shepparton to the River e.g. light rail, tram car & move car parking to parallel to the strip so it can be a common area all the way up for walking, entertainment, etc

The east Vic park Albany strip can be highly congested during busy periods, a way to relieve this. Didicated cycling lane also a must. People won't cycle through vic park as it's not safe. Higher take up of cycling will reduce car usage .

When crossing Shepperton Road at Rushton St or Harvey St it would be good if there was some way of preventing turning vehicles from taking the traffic gap. Need more crosswalks and slower speed on Burswood Road - through traffic should use Great Eastern Highway. Residents should be required to park within their own lot - not on the crossover or street verge eg 9 and 11 Benporath Street. It blocks visibility when trying to reverse out of my driveway - dangerous with the rat runners speeding through.

See 12 above.

Designated bike paths. The council could also ensure that all the foot paths are level. There are a few that are frankly dangerous when it comes to going out for a bike ride or even a run.

I'm not sure.

Safety and patrol around train stations around night time and weekends

More shade for pedestrians, especially main shopping areas. Improve pedestrian crossing at Macmillan and Berwick. Its very pedestrian unfriendly that I usually cross further up the road.

Reduce speed limit on streets joining berwick st and albany hwy

Separating cyclists from road traffic

Speed bumps are poorly and inconsistently constructed. They require slowing to under 10km/hr to avoid damage to cars. The speed limit in these areas is 40/50km/hr. Construct the speed controls to reflect this better.

Ensure traffic management and parking around ALL schools in the areas is done uniformly and fairly (exactly the same parking and road rules apply for all schools I.e. no parking on road and verge).

Increased street lighting to increase feelings of safety.

There is an urgent need for the TVP to address traffic problems associated with the intersection of Roberts & Orrong Roads. Where and what are the results of the traffic counting undertaken in November/December 2020 during the trial no-right-turn? I appreciate that Main Roads has jurisdiction over infrastructure on Orrong Road but the TVP is responsible for the impact on residential streets in Carlisle including Weston & Marchamley Streets. The Archer/Mint Street plan refers vaguely to MRD plans to yet again upgrade the intersection at Archer/Orrong (which I understand involves another left hand turn lane) but I've not been able to find any official information about that plan if there is one. Increasing traffic on Roberts Road (at least the same or close to the volume as that on Archer Street) has made action in terms of placing traffic lights Roberts/Orrong a priority for the safety of the residents of TVP and so that they can continue to quietly enjoy their residential properties. The traffic lights at Francisco Place/Orrong Road, which stop traffic on Orrong Road for the benefit of the users of a 20 bay car-park who want to turn left or right onto Orrong Road or proceed onto Francisco Street should be be removed and lights installed at Roberts/Orrong (where the volume of traffic is now in excess of 12,000) instead to safely allow traffic to turn right onto Orrong Road instead of forcing traffic (including traffic from Lathlain) down previously quiet residential streets of Carlise, where we have not had the same benefit of expenditure on traffic calming, street islands, give-way signs etc as our neighbours in Lathlain.

Improved/increased options for crossing major roads (Shepperton and GEH)

More trees

It's unsafe to ride a bike in Victoria Park. With the increased number of ubereats cyclists using the footpaths as the roads are unsafe, it's very

crowded on the footpaths and the situation is untenable for everyone

Light Rail / trackless trams on the Albany strip to Curtin University

Better public transport and cycle network

Reduce private vehicle movements/ presence in Albany Highway to make environment more pleasant, safer for pedestrians and ensure reliable bus journeys.

I rely entirely on buses, and whilst I'm happy to do that, it's difficult to get to the Victoria park train station from east Victoria park by bus without a great deal of walking. Better linkages between bus and trains would make it more likely that I can use the faster train system, and make it easier to travel at night when less bus services are running.

It has to be better / safer ways to get across sheparton and Albany highway, to the shops and the strip by bike without mixing with cars. Trial Dedicated protected lanes or quiet street parallel to Robert's road / railway overpass near Lathlain train station Too far to walk but bike / scooter perfect distance. Encourage people out of cars if it's easier / quicker more direct by bike

Na

As per comment above

More emphasis on public; trains and buses. More accessible

Footpaths on both sides of the street.

Free circle route bus that connects and provides easy access to our bush lanes and parks, as well as shopping centres

Better transport links. Access to Orrong road from Roberts Road improved.

Clear the pathways of shop signage - I understand seating, but the signs fixed to lampposts or on sandwhich boards take up too much room. Bravo's sign fixed to the lamppost is the worst!

I think a small shuttle bus would reduce traffic and encourage more people to walk

Eliminate street parking, especially along the Vic Park strip, and open up the space for people and buses

More buses down Albany hwy

Stop people parking across footpaths

.

Create tunnel under burswood station line for pedestrians and cyclists

Short trip hop on and off between the Causeway and Welshpool Road

It is important for the Town of Victoria Park to continue working on providing shade for common pedestrian thoroughfares. The new trees on Albany Hwy immediately to the east of the Albany Hwy / Mint St intersection are a good start, but more needs to be done. It can be very bleak walking around Vic Park in summer.

Employ Traffic Department staff at all levels of responsibility who empathise with their residents, who value and respect local knowledge and who are prepared to work with the local community to make the roads safer places for all.

Better parking ang bike paths and bike parking

I have no comment to make for this.

Just provide infrastructure that allows people to choose alternative forms of transport other than cars. If we reduce car usage, we address most other issues (congestion, safety for pedestrians, cyclists etc. I would also add that we need to regulate food delivery cyclists who often compete with pedestrians for space on side walk.

Light Rail

Connecting cycle lanes in the Town to existing transit routes. Smooth surfaces make a big difference to cycling journeys.

More bicycle infrastructure needs to be build on the connecting routes in the Town such as Roberts rd, Oats St, Archer St and Berwick St. This infrastructure needs to be better than just shoulders or painted bicycle lanes, some sort of physical barrier is possible and should be pursued where appropriate. The Town also needs to invest more of their effort into the simple improvements to the local network to make cycling in the community more common place for local trips - not just the lycra cyclists. Improvements to the streets connecting to train stations to promote walking and cycling between the stations and Albany hwy is necessary. At the moment it is too difficult to cross Shepperton road and it is too hot and hostile to walk this regularly, particularly in summer.

Provide convenient bike maintenance points. Develop, coffee and restaurant areas away from main roads, places like parks, back lanes and back streets, away from pollution of main roads.

Light rail or trackless tram

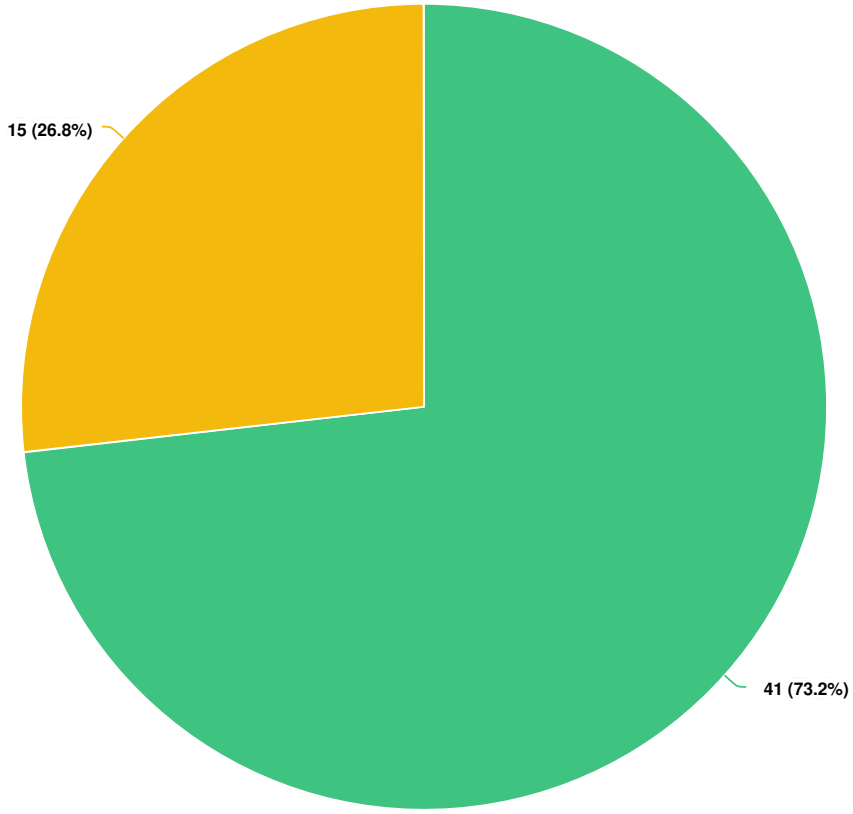
Drivers need to be more aware and drive safely

Better & safer road network, free cat bus along the strip to link and activate central VP with East VP, plant more street trees to provide shade and encourage bicycling/walking.

Reduce parking prices.

**Mandatory Question** (56 response(s))
**Question type:** Essay Question

## Q16 Would you like to stay updated on this project?




**Question options**

Yes No

*Mandatory Question (56 response(s))*
*Question type: Dropdown Question*

# APPENDIX D

## INTERACTIVE MAP RESULTS

# D1 INTERACTIVE MAP RESULTS

| LOCATION | COMMENT |
|---|---|
| Burswood station | Opportunity – Tunnel or bridge over the (train) line for pedestrians and cyclists |
| Ruthland Ave, Lathlain | Opportunity – Bike path separate to road |
| Duncan St, Victoria Park | Opportunity – Duncan Street is an important street connecting the station to the Vic Park Town Centre area on Albany Hwy |
| Duncan St, Victoria Park | Opportunity – Pedestrian tunnel or bridge would allow easier flow for pedestrians without having to stop/cross busier road (at Albany Highway) |
| Albany Hwy, Victoria Park | Opportunity - State Gov't will be spending $50M on a new pedestrian & cycling bridge from the city. Opportunity to safely welcome people to Vic Park with high-quality pedestrian & cycling infrastructure |
| Albany Hwy, Victoria Park | Challenge – It's hard to get to the causeway on my bike from Albany hwy |
| Albany Hwy, Victoria Park | Challenge – The entire length of Albany Highway (Causeway to Shepperton Road) - currently no cycling infrastructure - riding on the road is very dangerous - too close to parked cars & no room for bikes + cars on the existing roadway. Also car speed limit too high. Riding on the footpath is not an option - too dangerous and not desirable |
| Miller St, East Victoria Park | Challenge - Not enough trees for shade when walking down most major roads |
| Albany Hwy, East Victoria Park | Challenge - Crossing point outside real estate agent across Basinghall is a 45 angle rather than the 20 degree. A guy in an electric wheelchair nearly tipped into the street |
| Albany Hwy, East Victoria Park | Challenge - Crosswalk here to help pedestrians cross especially on weekends when high traffic levels coming into cafe strip |



stephen carrick architects

DRAFT

# LOCAL HERITAGE SURVEY 2021

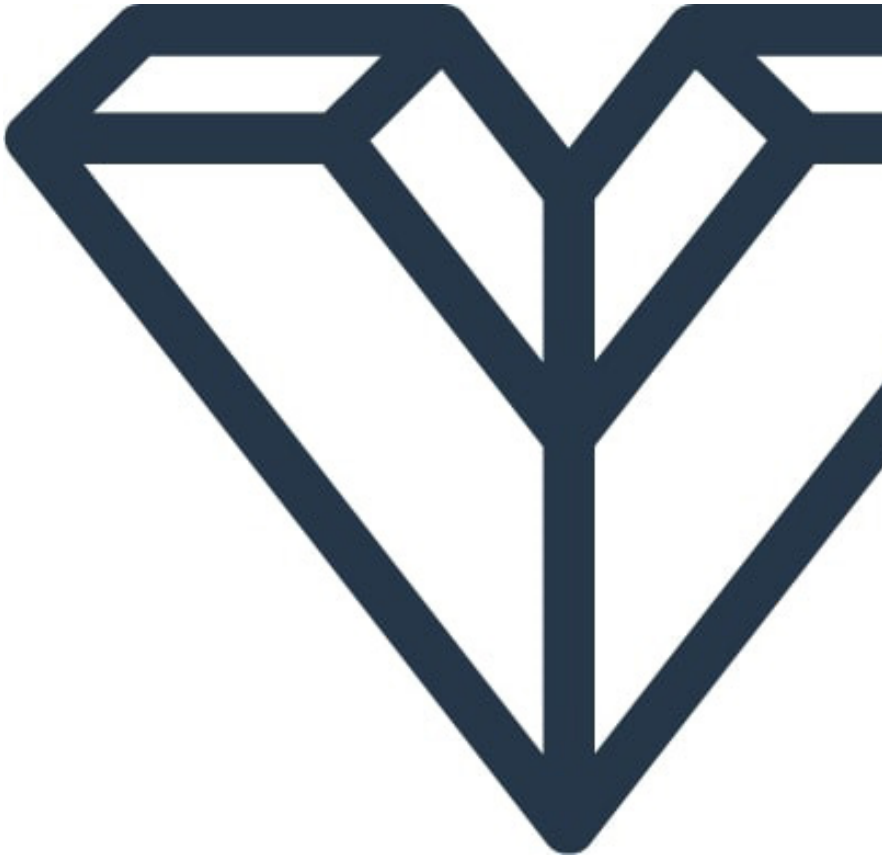
TOWN OF VICTORIA PARK

WE'RE OPEN VIC PARK

stephen carrick architects

TOWN OF VICTORIA PARK

This Local Heritage Survey (LHS) has been prepared in accordance with the scope of services described in the contract or agreement between Stephen Carrick Architects and the Town of Victoria Park. The document relies upon data collected upon site visits, referenced documents and photographs taken at or under the particular times and conditions specified herein. Any findings, conclusions or recommendations only apply to the aforementioned circumstances and no greater reliance should be assumed or drawn by the Client. Furthermore, the report has been prepared solely for use by the Client and Stephen Carrick Architects accepts no responsibility for its use by other parties.



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# EXECUTIVE SUMMARY

A Local Heritage Survey (LHS) is a survey of heritage places important to the history of the locality. A LHS provides base information needed for local governments to achieve consistency, strategic direction and community support when dealing with heritage matters.

Local governments are required under the Heritage Act 2018 to prepare a survey of places in its district that in its opinion are, or may become, of cultural heritage significance.[1]

Section (104) of Heritage Act 2018 states that:
The purposes of a local heritage survey by a local government include –

(a) identifying and recording places that are, or may become, of cultural heritage significance in its district;
(b) assisting the local government in making and implementing decisions that are in harmony with cultural heritage values;
(c) providing a cultural and historical record of its district;
(d) providing an accessible public record of places of cultural heritage significance to its district; and
(e) assisting the local government in preparing a heritage list or list of heritage areas under a local planning scheme.

1 Heritage Act 2018 (WA) 103

# 1 INTRODUCTION

## The Brief

In February 2020, the Town of Victoria Park engaged Stephen Carrick Architects to complete a review of the 2000 Municipal Heritage Inventory (MHI) and prepare an updated Local Heritage Survey (LHS).

The update is in accordance with the guidelines provided by the Department of Planning, Lands and Heritage and the conservation philosophy of the Australian ICOMOS Burra Charter 2013.

The compilation of the LHS is a dynamic process designed to accommodate future ongoing reviews and updates.

## Study Area

The Town of Victoria Park is a vibrant and diverse urban community located just 10 minutes from Perth's CBD, across the causeway on the south side of the Swan River. The Town is centred around the bustling Albany Highway.

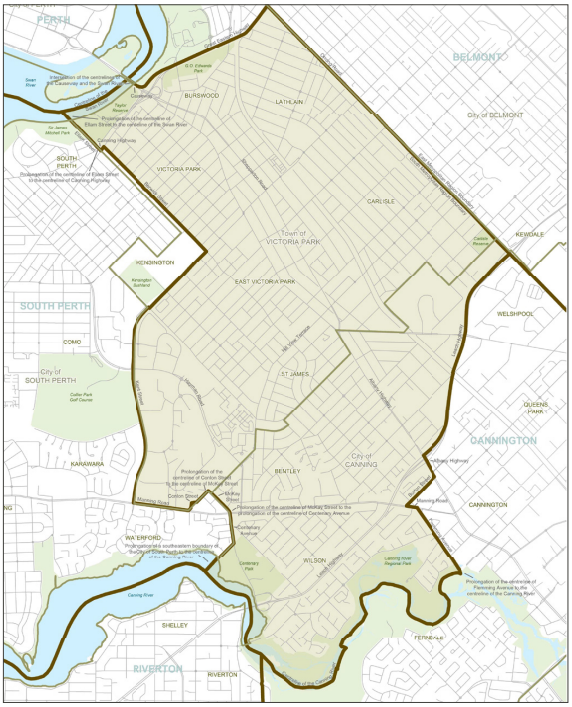
Recorded history of the Town dates back to pre-European settlement, where there was evidence of Aboriginal presence on the Perth Coastal Plain and the site near the present-day Causeway was known as 'Matta Gerup' (knee deep). In 1829 the first non-Indigenous people settled in the area and the first land grants were issued. Originally established in 1894, it was absorbed into the City of Perth in 1917, before being proclaimed an independent municipality and closely resuming its original boundaries in 1994.

Victoria Park, East Victoria Park, Lathlain, Carlisle and Burswood, as well as sections of suburbs from surrounding localities including Welshpool, Bentley and St. James, make up the Town. The current population is over 35,000 and is expected to grow to 50,869 by 2031.[1]

Town Victoria Park localities include:

| | | |
|---|---|---|
| Bentley | Burswood | Carlisle |
| East Victoria Park | Kensington | Lathlain |
| St James | Victoria | |

The map provided below indicates the location of each locality.




Localities within the Town of Victoria Park
Image Source: https://www.parliament.wa.gov.au/WebCMS/webcms.nsf/content/parliamentary-library-electorates-victoria-park

1 Town of Victoria Park Website. Sourced 22 June 2020.

# 1

## What is Heritage?

The Heritage Act 2018 defines cultural heritage significance as:

"aesthetic, historic, scientific, social or spiritual value for individuals or groups within Western Australia. Cultural heritage significance may be embodied in a place itself and in any of its fabric, setting, use, associations, meanings, records, related places and related objects. A place may have diverse values for different individuals or groups."[4]

Heritage places that have undergone an evaluation process that considers and analyses documentary and physical evidence relating to the cultural heritage significance of the place may be registered on the Local Heritage Survey or the State Register of Heritage Places.

## Heritage Act 2018

In September 2018 the Western Australian Parliament passed the Heritage Bill 2017 effectively giving Western Australia a new Heritage Act. It replaces the Heritage of Western Australia Act 1990.

This Local Heritage Survey (LHS) was prepared according to the Draft Local Heritage Survey Guidelines released in March 2019 to assist the preparation of Local Heritage Survey's in accordance with Heritage Act 2018.[5]

Key changes to the new Act include amended processes for entering a place in the State Register; guidelines for the development of heritage places; better protections for important heritage places; and increased transparency by publishing the Heritage Council's advice to the Minister for Heritage on the inclusion of a place in the State Register.

4 *Heritage Act 2018* (WA) s 5

5 Heritage Council *Draft Guidelines for Local Heritage Surveys*, March 2019, https://www.stateheritage.wa.gov.au/docs/about-us-documents-files/draft-guidelines.pdf?sfvrsn=0 accessed 29 April 2019

6 Heritage Council *The Heritage Act 2018*, http://www.stateheritage.wa.gov.au/about-us/acts-policies/heritage-act-2018 accessed 29 April 2019

# 1

## What is a Local Heritage Survey?

A Local Heritage Survey (LHS) identifies local heritage places in a systematic manner and provides base cultural and historic information for the community and local authority. Heritage Surveys can assist local governments to develop local conservation policies and provide information about local heritage required under Planning and Development (Local Planning Schemes) Regulations 2015.

Section (104) of Heritage Act 2018 states that:
The purposes of a local heritage survey by a local government include –

(a) identifying and recording places that are, or may become, of cultural heritage significance in its district;
(b) assisting the local government in making and implementing decisions that are in harmony with cultural heritage values;
(c) providing a cultural and historical record of its district;
(d) providing an accessible public record of places of cultural heritage significance to its district; and
(e) assisting the local government in preparing a heritage list or list of heritage areas under a local planning scheme.

The 'Draft Guidelines for Local Heritage Surveys' provided by the Department of Planning, Lands and Heritage states that:

- Each local government should adopt a process for the periodic update of place records to reflect administrative changes, approved works, or other information that does not impact on the cultural heritage value of the place.
- Provision should be made for the ad hoc creation or review of one or more place records, including the commissioning of a heritage assessment where required, independent of a review.
- A review should ensure that the LHS reflects the current understanding and opinion of local government and its community, and that the LHS meets current standards.
- A review should take place at intervals consistent with the major review of a local planning strategy or strategic community plan.

The original Town of Victoria Park MHI was adopted in 2000. This is the first major review of the survey.

## Aboriginal Heritage

The 2021 LHS Review includes a synopsis of the culture and involvement of the Aboriginal community in the development of Victoria Park in the updated Historical Overview and Narrative.

Aboriginal heritage sites are not included in the 2021 LHS Review as these are administered under separate legislation and require both specialist archaeological and anthropological skills as well as cultural sensitivity which may preclude the disclosure of information to the public.

The Department of Aboriginal Affairs and the application of the Aboriginal Heritage Act 1972 will ensure that significant aspects of Aboriginal history and culture, relating to the period before European settlement, are recorded and preserved.

# 1

## Heritage List

The Town of Victoria Park will develop a Heritage List in accordance with Section 8 of the 'Deemed Provisions' of the Planning and Development (Local Planning Schemes) Regulation 2015 as a separate process following completion of the LHS.

## How do we look after our heritage?

Local governments are responsible for reviewing their town planning schemes and formulating their own policies to ensure heritage assets within their jurisdiction are conserved for future generations.

Entry of a property into this LHS is recognition of the property's heritage significance to the community. There is also a requirement for the LHS to be forwarded to the Heritage Council of Western Australia for public information.

## What are Management Categories?

Management categories recognise the varying degrees of importance and intactness of heritage places. For example, some places are more important to the community than others. Some buildings or structures have been lost over time and only the site remains. Management categories reflect, therefore, the diversity of heritage places. As such, they provide guidance to the Town as to the importance of the place and make recommendations for the level of care that should be taken of the place.

This review includes assigning Management Categories to the identified heritage places within the Town of Victoria Park, in accordance with the Heritage Council's Draft Guidelines for Local Heritage Surveys, 2019. There are four (4) management categories ranging from 1 to 4. The level of significance for the management categories are defined as follows:

Management Category 1:
Exceptional Significance

All places in category 1 are of exceptional significance to the Local Government inclusive of State Registered places.

Management Category 2:
Considerable Significance

Management Category 3:
Some / Moderate Significance

Management Category 4:
Little Significance

7 Heritage Council *Draft Guidelines for Local Heritage Surveys*, March 2019, https://www.stateheritage.wa.gov.au/docs/about-us-documents -files/draft-guidelines.pdf?sfvrsn=0 accessed 29 April 2019

# 1

## 2021 Local Heritage Survey Review Consultant Team

Stephen Carrick Architects focus on all aspects of heritage and design, with specific expertise in heritage assessment, conservation planning, conservation works, heritage impact statements, adaptive reuse of buildings and infill in heritage streetscapes.

As Director of the practice, Stephen Carrick is a registered architect with over 30 years experience working in architecture; conservation; adaptation and development within heritage precincts. Stephen's experience and expertise has been developed from extensive work on large and small heritage projects in both metropolitan and regional Western Australia.

The project Historian, Clare Menck, has 18 years experience working within the heritage industry in Western Australia. Clare has an excellent understanding of heritage legislation as a result of her work at the Heritage Council and has wide experience in research projects, especially heritage assessments.

The following people from Stephen Carrick Architects were part of the LHS review study team:

Stephen Carrick (Lead Consultant & Registered Architect)
Nicola Marchesi (Architectural Graduate)
Tayla Bezant (Architectural Graduate)
Hannah Tan (Architectural Graduate)
Clare Menck (Sub-Consultant, Historian)

## Municipal Heritage Inventory (2000)

The previous Town of Victoria Park Municipal Heritage Inventory (MHI) was prepared by O'Brien Planning Consultants- Heritage Today in 2000. Local Residents and Town of Victoria Park Planning Offices assisted with the compilation of the inventory. The 2000 MHI included a total of 85 places.

# 1

## Acknowledgments

Stephen Carrick Architects wish to acknowledge the following people for their contributions to the preparation of the Local Heritage Survey:

- Charlotte McClure- Senior Planning Officer Town of Victoria Park
- Robert Cruickshank- Manager Development Services Town of Victoria Park
- Rosemary Ritorto- Local History Officer, Town of Victoria Park Local Library
- Hayley Boyd- Community Engagement Advisor Town of Victoria Park

We also wish to acknowledge Town of Victoria Park community members who contributed to the review and update of the Local Heritage Survey.

# 2 METHODOLOGY OUTCOMES & TERMINOLOGY

## Review Strategy

The review of the Town of Victoria Park's Local Heritage Survey (LHS) has been undertaken in accordance with the guidelines prepared by the Department of Planning, Lands and Heritage and the conservation philosophy of the Australian ICOMOS Burra Charter 2013. Key documents available on the Department of Planning, Lands and Heritage website include:

Heritage Council, Draft Guidelines for Local Heritage Surveys, March 2019.
Department of Planning, Lands and Heritage, Criteria for the Assessment of Local Heritage Places and Areas, November 2019.
Department of Planning, Lands and Heritage, Basic Principles for Local Government Inventories, March 2012.
Department of Planning, Lands and Heritage, Local Planning Policies Practice Notes and Examples, March 2012.

Phase 1 – Review and assessment of the 2000 Municipal Heritage Inventory (MHI). Notification provided to the community of the Local Heritage Survey and public invitation to comment and nominate new places.

Phase 2 – Review and assess places in the supplementary lists and newly nominated sites.

Phase 3 – Draft revised LHS reviewed by Council members and publicly advertised for comment.

Phase 4 – Review of public submissions.

Phase 5 – Preparation of finalised document.

## Historical Information and Thematic Framework

The Historical Overview and Thematic Framework has not been updated by a Historian as part of the LHS review.

All nominated places were researched and the historical information has been included within the place record form.

## Consultation Strategy

To ensure a successful and positive outcome for the Local Heritage Survey (LHS) review the Town of Victoria Park has undertaken comprehensive public consultation through advertisements for public comment.

The community was notified of the review through a public invitation to make new nominations and commentary through the Town of Victoria Park 'My Thoughts' website. Submissions were received by the Town of Victoria Park from a range of interested community members and government agencies.

## Assessment of Newly Nominated Places

The Town of Victoria Park received 3 new nominations for places from community members. Community members were made aware of the nomination process through public consultation and advertisement prepared and circulated by the Town of Victoria Park. A further 6 places have been nominated for assessment by the Town of Victoria Park.

The nominated places were assessed by Stephen Carrick Architects in accordance with the guidelines recommended by the Heritage Council of Western Australia, with the aim of determining which places were worthy of inclusion in the Local Heritage Survey.

# 2

## Nominations included in the 2021 LHS

9 places were nominated for assessment and potential inclusion in the 2021 LHS. The following 7 places are considered to have cultural heritage significance and are recommended for adoption:

- 7 Lake View Street, East Victoria Park
- 35 Oswald Street, Victoria Park
- 9 Gallipoli Street, Lathlain
- 211–213 Albany Highway, Victoria Park
- 237–239 Albany Highway, Victoria Park
- 241–243 Albany Highway, Victoria Park
- 974 Albany Highway, East Victoria Park

The 2 following places were nominated but are not recommended for adoption due to insufficient physical and documentary evidence:

- 5 Gallipoli Street, Lathlain
- 331–367 Albany Highway, Victoria Park

## Management Categories

This review includes assigning management categories to the identified heritage places within the Town of Victoria Park, in accordance with the Heritage Council's Draft Guidelines for Local Heritage Surveys.[8] There are four (4) management categories ranging from 1 to 4. The level of significance for the management categories are defined in the following table:

8 Heritage Council *Draft Guidelines for Local Heritage Surveys*, March 2019, https://www.stateheritage.wa.gov.au/docs/about-us-documents-files/draft-guidelines.pdf?sfvrsn=0 accessed 29 April 2019

| MANAGEMENT CATEGORY | LEVEL OF SIGNIFICANCE | DESCRIPTION | OUTCOME |
|---|---|---|---|
| 1 | Exceptional Significance | Essential to the heritage of the locality. Rare or outstanding example. | The place should be retained and conserved. Any alterations or extensions should reinforce the significance of the place, and be in accordance with a Conservation Plan (if one exists for the place). Development would require consultation with the Town of Victoria Park and possibly the Heritage Council of Western Australia. Maximum encouragement to the owner should be provided under the Town of Victoria Park's Town Planning Scheme to conserve the significance of the place. A Heritage Assessment* and Impact Statement should be undertaken before approval is given for any major redevelopment. |

| | | | |
|---|---|---|---|
| 2 | Considerable Significance | Very important to the heritage of the locality. High degree of integrity/ authenticity. | Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place. Maximum encouragement to the owner should be provided under the Town of Victoria Park's Town Planning Scheme to conserve the significance of the place. A Heritage Assessment and Impact Statement should be undertaken before approval is given for any major redevelopment. Incentives to promote heritage conservation should also be considered. |
| 3 | Some/Moderate Significance | Contributes to the heritage of the locality. Lower integrity/ authenticity, not necessarily detracting from the overall significance of the place. | Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible. Endeavour to conserve the significance of the place through the provisions of the Town Planning Scheme. A Heritage Assessment and Impact Statement may be required before approval is given for any major redevelopment or demolition. If necessary, record the place photographically prior to demolition. |
| 4 | Little Significance | Has elements or values worth noting for community interest but otherwise makes little contribution. | Photographically record prior to major development or demolition. Recognise and interpret the site if possible. |

# 2

## Outcomes

In February 2020, the Town of Victoria Park engaged Stephen Carrick Architects to review the 2000 Municipal Heritage Inventory (MHI). The document forms the basis of the 2021 Local Heritage Survey (LHS). The 2000 MHI included 84 places. 5 places were understood as demolished and removed from the LHS prior to engagement of the heritage consultants. The review of the remaining 79 places produced the following outcomes:

The content of the LHS has been reviewed entirely, with an emphasis on consolidating existing information, checking its accuracy and updating place record forms with any new information.

The LHS assessment criteria has been reviewed to ensure that the grading system accurately reflects the cultural heritage value of the listed places and that the criteria are easily understood by a wide range of heritage users.

The 2000 MHI included the 'Old Victoria Park Town Hall Foundation Stone' under place number VP21. The Foundation Stone is considered an item and not a place. As this Local Heritage Survey aims to record places only, VP21 has been removed from the survey.

The remaining 78 existing places were assessed and each place record forms was updated;

9 additional places were nominated by the Town and community for potential inclusion in the LHS. 7 nominated places were assessed and are considered to have cultural heritage value. These places are recommended for inclusion in the LHS. Place record forms for the 7 places have been prepared and are included as Appendix 1. 2 of the nominated places were assessed to have insufficient information or cultural heritage value for inclusion in the LHS;

The 31 supplementary places have been assessed by the heritage consultants. Recommendations for further research has been made against each supplementary place. These supplementary recommendations will be included as an Appendix 2 of this LHS.

# 2

## Limitations of the Local Heritage Survey

Physical descriptions of places are based on exterior qualities from the public domain. Where permission was requested and granted, access to private property for places that are difficult to view from public domain was undertaken.

The architectural styles of places within the Local Heritage Survey are based on 'A Pictorial Guide to Identifying Australian Architecture: Styles and Terms from 1788 to the Present.'[1] Buildings that were noted typical of a specific style were noted solely on the architectural period.

## Format and Structure

Stephen Carrick Architects have updated both the format and structure of the Town of Victoria Park's Local Heritage Survey to ensure that the document conveys the required information in an 'easy to read' format.

## What are the Place Record Forms?

Place Record Forms have been compiled for each of the places in the Local Heritage Survey. The place record form contains the following information about each place:

| | |
|---|---|
| Name | Current name. |
| Previous Place No. | Previous 2000 place number if applicable. |
| Place No. | 2021 place number. |
| Main photograph | Updated photograph (if available) or previous place photograph. |
| Other Names | Other known names if applicable. |
| Street Address | |
| Locality | Suburb. |
| Landgate PIN | |
| Land Information | Lot number(s), Diagram/Plan/ Reserve number(s), Volume/Folio numbers, and GPS coordinates (if available). |
| Previous MHI | Previous Municipal Heritage Inventory place numbers. |
| Heritage Listings and Surveys | Department of Planning, Lands and Heritage InHerit database number, previous MHIs, and other listings if available. |
| Place Type | Type of place in accordance with the Department of Planning, Lands and Heritage InHerit database. |

1 Apperly, Richard, Irving, Robert, Reynolds, Peter. 1989. A Pictorial Guide to Identifying Australian Architecture: Styles and Terms from 1788 to the Present. Angus & Robertson.

| | |
|---|---|
| Use | Original and current use of a place. Other use if available. |
| Construction Date | Record for when building was built. |
| Wall and Roof | Predominant observable material used for wall and roof construction of a place, if applicable. |
| Architectural Style | Observable style weighed against a place's construction date using 'A Pictorial Guide to Identifying Australian Architecture', 1989. |
| Physical Description | Brief physical description based on observable evidence, often from the public domain. |
| Condition | The current state of the place in relation to the values for which that place has been assessed, and is graded on the scale of Good, Fair or Poor. |
| Integrity | The extent to which a building retains its original function, graded on a scale of High, Medium or Low. |
| Authenticity | The extent to which the fabric is in its original state, graded on a scale of High, Medium or Low. |
| Date of Survey | Date of inspection for the exterior condition of a place which the information is based. |
| Historical Information | Brief description on the history of the place including changes to the fabric if available. |

| | |
|---|---|
| Historic Theme | The Heritage Council of Western Australia's 'Heritage Themes', 2012 have been used as a basis to develop the list of themes. |
| Associations | Association with a person, group of people or organisation important in shaping the locality. |
| Sources | Sources that contributed to the historical information. |
| Statement of Signficance | A brief statement of the aesthetic, historic, research, and social value, rarity and representativeness of a place, where applicable. |
| Management Category | The Management Category associated with the Level of Significance assigned to the place. |
| Level of Significance | Graded on a scale of Exceptional, Considerable, Some, or Little significance. |
| Additional Photographs | Additional current photographs. |
| Historical Photographs | Includes older photographs from the 2000 MHI and other sources if available. |

# 2

## How do you find a place in this report?

The place record forms have place numbers that are grouped according to locality.

To assist the reader in locating a place record form for a particular place in the LHS, there is a Contents page and a Place Index.

With the electronic PDF, readers are able to click the place name in the contents and the file will then refer to the individual place record form.

## Abbreviations

| | |
|---|---|
| LHS | Local Heritage Survey |
| MHI | Municipal Heritage Inventory |
| SCA | Stephen Carrick Architects |
| the Town | The Town of Victoria Park |
| DPLH | Department of Planning, Lands and Heritage |

## Terminology

According to Heritage Act 2018:

1. ***"place"*** means a defined or readily identifiable area of land and may include any of the following things that are in, on or over the land –

(a) archaeological remains;
(b) buildings, structures, other built forms, and their
surrounds;
(c) equipment, furniture, fittings and other objects (whether fixed or not) that are historically or physically associated or connected with the land;
(d) gardens and man-made parks or sites;
(e) a tree or group of trees (whether planted or naturally occurring) in, or adjacent to, a man-made setting.

2. For the purposes of the definition of place in subsection (1) –
(a) the area of land may include any number of contiguous or non-contiguous parts; and
(b) the area of land may be included in any number of lots, in separate titles and in different ownerships; and
(c) the area of land includes as much of the land beneath the surface as is required for the purposes of conservation; and
(d) it is immaterial that water covers the area of land at any particular time or at all times.

The following terms are defined as per the Department of Planning, Lands and Heritage 'Criteria for the Assessment of Local Heritage Places and Areas'.[10]

**Aesthetic Value**
It is significant in exhibiting particular aesthetic characteristics.

**Historic Value**
It is significant in the evolution or pattern of the history of the local district.

**Research Value**
It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district. It is significant in demonstrating a high degree of technical innovation or achievement.

**Social Value**
It is significant through association with a community or cultural group in the local district for social, cultural, educational or spiritual reasons.

**Rarity**
It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district.

**Representativeness**
It is significant in demonstrating the characteristics of a class of cultural places or environments in the local district.

**Condition**
The current state of the place in relation to the values for which that place has been assessed, and is generally graded on the scale of Good, Fair or Poor.

**Integrity**
The extent to which a building retains its original function, generally graded on a scale of High, Medium or Low.

**Authenticity**
The extent to which the fabric is in its original state, generally graded on a scale of High, Medium or Low.

# 3 HISTORICAL OVERVIEW

This historical overview contains information provided from the 2000 Municipal Heritage Inventory Overview (shown in italics) and information prepared as a 2020 update. The 2020 update includes new information or corrections to the original, as well as an update from 1990- 2020.

## Aboriginal society at the time of the arrival of the European Settlers

Victoria Park is located on the traditional lands of the Whadjuk Noongar people. At the time of colonisation, the Beeloo group occupied the district, led by Munday. The river is known as Derbarl Yerrigan and the swamp flats that later became the Causeway and Heirisson Island were Matta Gerup, meaning knee deep. Derbarl Yerrigan was a vital food source and place of cultural significance for Noongar occupants of the region.[1]

Dutch explorers led by William de Vlamingh visited the district in 1697, giving Derbarl Yerrigan its European name, Swan River. In 1801, a French expedition led by Nicolas Baudin also explored the area, naming Heirisson Island. English James Stirling visited in 1827 and, unlike earlier explorers, saw agricultural potential and recommended British colonisation.[2]

There are five registered Aboriginal sites within the Town of Victoria Park. All are associated with the river. Four are around Burswood and one is at the south end of the Town, associating with the Canning River (Djarlgarra). The Aboriginal Heritage System also notes four other Aboriginal heritage places within the Town that are not currently registered sites. This includes three artefact scatters and a burial site.[3]

1 Thompson, Susannah, Beyond Matta Gerup: a history of Victoria Park, Town of Victoria Park, 2012, pp.xv, 11–13.

Spelling for Noongar words varies. Where possible the spelling used by Kaartidijin Noongar – Noongar Knowledge (website) has been used. https://www.noongarculture.org.au

2 Thompson, Beyond Matta Gerup, pp.2–3

3 Department of Planning, Lands & Heritage (website), Aboriginal Heritage Inquiry System (database), https://espatial.dplh.wa.gov.au/AHIS/index.html?viewer=AHIS

## The Period 1829 – 1886

*Large Land Grants, Patchy Development-*
*Early settlement of the Victoria Park district was influenced by the location of the river. As there were no roads, the settlers clung to the river banks in order to ferry their supplies to their new homes and then in later years to transport their products to market. The necessity to give river access to as many settlers as possible led to long thin properties, aptly described as ribbon grants. These large ribbon land grants with river frontages were given to pioneers whose names continue to appear throughout the district today.*

*In 1829 Henry Camfield acquired Swan Location 35 which included parts of present day Rivervale, Lathlain and Carlisle. Camfield called his property Burrswood after the name of an estate in Kent where he spent his formative years. (The second 'r' in Burrswood was dropped at some time in the 1840s.) The land was only partially developed as a market garden under a manager appointed by Camfield. Other land grants included that of John Butler, who was awarded Swan Location 36, which covered the land that comprises modern Victoria Park in the 1990s. Samuel Bickley's extensive Canning Location 2 covered East Victoria park and beyond.*



PH00008-01 Albany Road, Victoria Park c.1880s. The Broken Hill Hotel was built on the site of the trees on the right of the photo.

# 3

*The progress of land clearing, building and planting in the district depended on the skills and efforts of the individual settlers. To facilitate mobility many jetties were erected, but, owing to sandbars and mudflats, water transport was difficult. A lack of fresh water, limited access to the river and to Fremantle, and the general struggle of the swan River Colony, all combined to limit the development of land in the Swan and Canning Locations. Only the truly dedicated made progress. So little development occurred in the early years, that the district was not recognised in its own right and was simply known as part of the larger locality, Canning. However, by 1841 settlement was soon influenced by another factor, Albany Road.*

*The need for a road link between the port of Albany and the Swan River Colony was recognised by James Stirling, who, very early in his period as Governor, sent out surveyors to determine the best route south. Albany Road was to pass directly through what is now known as Victoria Park. At first, travellers had to cross the river by means of a ferry at South Perth or by a makeshift bridge via low lying marshy ground. These difficulties ultimately led to the building of the first Causeway in 1841. The building of the bridge across Heirisson Island was followed closely by the provision of an overland monthly mail service.*



PH00007-02:A view of the Swan River Foreshore and the old causeway, built by convicts in the 1860s. The replaced the original causeway erected in 1841 which was later destroyed by flood.

*The route of the Albany Road was determined by the location of a natural spring near the present day Broken Hill Hotel. The water was important for watering the coach house and early shops to supply the travellers' demands while on the road. These early inns and stores, and subsequent accommodation for the residents, were very rough. They include tents or houses made from wattle and daub with thatched or shingle roofs, very prone to fire.*

*In the 1850 the infant Swan River Colony was given a boost by the provision of convict labour. The improvements to Albany Road and the Causeway by the convicts were particularly significant for Victoria Park. In 1862 the Causeway was damaged by severe floods. Over the next few years, during Governor Hampton's time, it was rebuilt under the supervision of engineer Solomon Cook, using convict labour. For a while the bridge was referred to as Hampton's Bridge. The convicts camped in Victoria Park near Albany Road but no evidence is left of their presences. Solomon Cook also lived locally on Henry Camfield's old estate, Burswood. Cook ran a successful market garden from the property.*

*The convicts were a vital element of the improvement of Albany Road. Through completed in 1841, the road remained difficult to traverse owing to sandy, boggy conditions. The convicts provided a more reliable surface for the Causeway approaches by surfacing the road with sawn cross cut jarrah logs. The log road was finished in 1870.*

*Positive economic conditions, higher immigration numbers to Western Australia and increasing traffic along Albany Road combined to promote growth in the Canning location. By the 1880s, there were thought to be 20 to 100 houses in the area. Agricultural pursuits included market gardening, poultry and dairy farming.*

*Nevertheless, it was not until 1886-87 that 'Victoria Park' became a distinguishable location owing to a residential land subdivision by the same name. From this point, compared to its formative years, settlement in Victoria Park blossomed.*

## The Period 1829 – 1886 (2020 Update)

John Butler did not fulfill the requirement to 'improve' his land holding at Location 36. When he died, his widow Anne Butler became the first colonial woman to own land in Western Australia (1850)[4]. Canning Location 2, which was owned from early on by Samuel Bickley, had originally been granted to Alfred Stone (1829) and then passed to James MacDermot in 1830.[5]

A military detachment was stationed near Matta Gerup in the early colonial period to intercept Noongar raiding parties accessing Perth.[6]
River transport was the main form of connection between the towns of Fremantle, Perth and Guildford. The swampy area around Burswood hindered traffic upstream from the capital.
From 1831 to 1838, efforts were made to build and maintain a canal across the flats between Heirisson Island and the Maylands Peninsular. The 1831 canal was the first major public work in the colony. Eventually it was acknowledged as a failure and the Claise Brook Canal built to replace it.[7]

In the early colonial period, the preferred land route between Fremantle and Perth was along the south side of the Swan River, especially after Canning River was bridged on this route in 1849 (17 years before a bridge across the Swan River at Fremantle). For many years it was barely more than a sand track. The route to Guildford was also south of the river.[8]

The Albany Road was a vital colonial link, as Albany was the colony's official mail port. Many vessels did not come north to Fremantle, as Albany was closer to existing trade routes and a far superior natural harbour.[9]

The second Causeway, built between 1864 and 1867, was designed by Richard Roach Jewell.[10]

Henry Camfield moved to Albany in the 1840s with his wife Anne. Burswood was occupied by various tenants. After Solomon Cook's 1860s market garden at Burswood, Camfield's landholding was broken up, with Burswood Island passing to Edmund Birch (1871–1875) and then Francis Louis Von Bibra (1875-1885).[11]
When Roads Boards were established in 1871, Burswood and the Causeway were part of Perth Roads Board and the remainder of future Victoria Park was part of the very large Canning Roads Board.[12]

4 Thompson, Beyond Matta Gerup, pp.8–9; Hunter, Lindsay & Morling, Loreley A., Local History Collection Timeline, Town of Victoria Park, Third Edition, 2016, p.4
5 Thompson, Beyond Matta Gerup, pp.6, 15; Hunter & Morling, Timeline, p.3
6 Thompson, Beyond Matta Gerup, p.10
7 Thompson, Beyond Matta Gerup, pp.17–19
8 Menck, Clare, A Thematic History of Bridges of the Metropolitan Region, prepared for Main Roads WA, December 2019, pp.14, 17, 26
9 Thompson, Beyond Matta Gerup, pp.22–24; Menck, Bridges, pp.21–22
10 Menck, Bridges, pp.19, 24
11 Thompson, Beyond Matta Gerup, p.16
12 Thompson, Beyond Matta Gerup, p.25; Menck, Bridges, p.30



Original Causeway bridge built c1841 and destroyed by floods in 1862. Picture above taken in 1862 prior to its destruction.

# 3

## The Period 1887–1904 'Victoria Park' – A Regal Name

*The actual source of the name Victoria Park is not well documented, although it is thought to be named in honour of Queen Victoria. The name came from the first of the land subdivisions in the region, Victoria Park Estate, established in 1887. At first development was slow. However, the building of the Pinjarra – Perth railway led to an increase in land sales with the establishment of the Burswood and Victoria Park train sidings.*

*Gold was the talk of the town in the 1890s and the subsequent 'gold rush' to Kalgoolie and Coolgardie resulted in a large number of people flooding to the State. With Victoria Park's close proximity to the centre of Perth and the inexpensive land prices, many people chose to settle in the district when their future on the eastern goldfields became uncertain. By 1898, there were 1,193 people resident in Victoria Park.*

*The new century saw an explosion of residential estates, such as Bickford, Hillcrest, Riversdale and Carlisle. The blocks of land attracted working people as they were large but inexpensive. Many people made do with makeshift accommodation while building their homes. A number of houses were erected in the new estates, with a range of building materials, as few formal planning conditions were required. The small houses usually had a vegetable garden established but the standard of living in this period did not include the public utilities of water, electricity or sewerage. The land subdivisions allowed for the absence of sewage systems as the blocks were planned with rear laneways for access by 'night soil' carts. These laneways are still found in some areas today. A few grander homes were buildt such as the 'Forrest' House in Mackie St. Build before the new century, this house was constructed by the Devenish Family on land sold to them by Alexander Forrest. It remains an excellent example of fine late 19th century architecture.*

*While the residential areas expanded, so did the commercial and industrial areas. Businesses that had at first been established at a cottage industry level grew along the river, capitalising on the proximity of the city and the good water supply. The area became renowned for its blacksmith forges, sawmills, brick works and soap making. Soap was made from the fat left over from a nearby slaughter house. Despite these industries, Victoria Park retained a rural air with piggeries and market gardening as the dominant industries. Successful market gardens were worked by Chinese immigrants along the foreshore. Chinese immigrants also supplied a laundry service.*

*The growing demand of the residents provided motivation to shopkeepers and other business people to test their entrepreneurial skills. Such people included James and Adeline Harvey. James Harvey contributed to the expansion of the Victoria Park area as a retailer, timber and iron merchant and building contractor. He built a draper's shop for his wife, Adeline, which became the unofficial post and telegraph office and Victoria Park's first newspaper shop.*

*Using informal architectural skills built up over the years, James Harvey supervised the construction of a number of buildings.*



Bridge pictured is the 1841 Causeway, before it was destroyed in 1862 floods
(2000 MHI)

*His community service included a substantial donation for the building fund for the first church and a term as Chairman of the Victoria Park Road Board which was gazetted in 1894. Accelerated growth of the district saw the Road Board promoted to a Municipality on 30th April 1897 with Hugh Duncan as the first Mayor.*

*With any concentration of people a sense of community eventually emerges. This leads to the development of structure and form in the areas of religion, education and social gatherings. In the Victoria Park district the 1890s was a period of growth in meeting community needs. In 1894 the Victoria Park Primary School was built (also known as the Cargill Street School). It was used as a church on Sundays.*

*The first purpose built church was erected in 1895 – The Church of Transfiguration. The money for the church was put up by James Harvey. This was followed in 1896 by the erection of the Methodist Church (which has since been demolished and the site is now occupied by Homesteads Furniture Store) and the Congregational Church in 1900.*

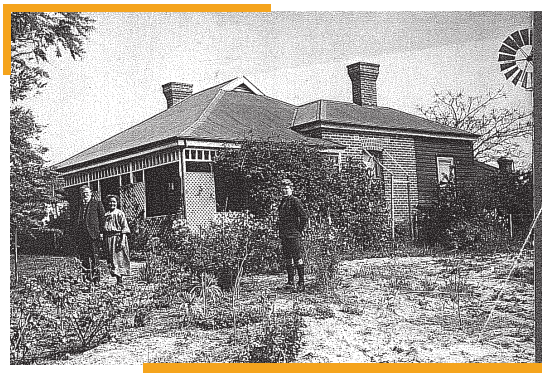
*A still imposing sight today is the Sisters of Mercy Convent and St Joachim's Catholic Church and school, also started at the turn of the century. The Sisters of Joachim were notable for their teaching of music and drama to the youth of the district.*

*Just after Victoria Park was declared a municipality, the Victoria Park Town Hall was built. Opened in 1899, this stone and brick hall could supposedly seat 600 people. It was used for many years by the community but was a victim of "progress", being demolished in 1986 for the expansion of a car yard. The only remainder of the town hall is the Foundation Stone which is today in private hands. In 1903 a public library was provided in Albany Highway.*

*Recreation time was spent on WA's first golf course built on Burswood Island in 1895. The Golf Club was later relocated (1908) to the present day Royal Perth Golf Club. Leisure pursuits also included fishing and crabbing on the Swan River, hobbies that have persisted to modern times.*

*Transport to the Victoria Park district from Perth was via the Causeway, which was illuminated at night by hurricane lamps until the gas supply arrived. Private transport included horses, carts and carriages but, owing to the proximity of the city, many pedestrians still crossed the Causeway. By the turn of the century the Causeway carried a large amount of traffic. In a 16 hour survey period 1,500 vehicles crossed the Causeway.*

*Carriage serviced for the public included four horse buses that took passengers from the city to the Broken Hill Hotel or the Victoria Park Hotel on Albany Road. The Broken Hill Hotel has been built near the natural spring watering place that had been used for many years by coached travelling between Albany and Perth. Other public transport included the innovative Copeley and Co's Motor Car Service. This was a motorised bus service started in 1903 and considered the first of its kind in Australia.*



One of the early homes built in 1904 on a large residential block in East Victoria Park. The house still stands today (1998) in Bassinghall Street (courtesy David Smith, 2000 MHI)

*The vehicles could hold 14 to 18 passengers. However, the service was short lived as the buses suffered many breakdowns (with the nearest part supply in England) and lacked the power to travel in the hilly area of Victoria Park.*

*Despite the real progress made by the early 1900s, the Victoria Park district residences were still scattered and roads were little more than tracks. Even Albany Road, which now sported many shops and businesses, was still only a plank road that left some vehicles stranded when bogged. Canning Road, leading to South Perth, was also prone to flooding when the river rose in winter. Therefore, the arrival of a reliable tram service in 1905, was welcome and provided a catalyst for change.*

**1887–1904 (2020 Update)**

Thompson's history states that blocks were released in the Victoria Park subdivision from 1891 [not 1887].[13] Neither source is referenced. This should be clarified.

Perth-Bunbury Railway opened in 1893. The only station between Perth and Cannington was Burswood, located where the Guildford Road crossed the railway.[14] Victoria Park Station opened in 1898. A station at Welshpool (1898) also served the district. Some sources suggest a station opened in 1893 at Haydon's Siding (later Carlisle) to access Haydon's implement works,[15] but this factory was not built until 1908–1909.[16]

Thompson states the first mayor in 1897 was Robert McMaster (not Hugh Duncan).[17]

The Causeway was replaced in 1898. The population increases brought by the 1890s gold boom had increased traffic on the bridge to a point where the 1867 structure was no longer adequate. Piles from the 1898 bridge are still evident at low tide on the south side of the eastern Causeway bridge. The bridge was widened and strengthened in 1904 in preparation for trams. It was one of the first bridges in the State to be given a macadam surface over its timber deck.[18]

Victoria Park Hotel was built in 1897. It was the first hotel in the district.[19]

13 Thompson, Beyond Matta Gerup, pp.28–29
14 Western Mail, 16 September 1893, p.36, https://trove.nla.gov.au/newspaper/article/33100987
15 Western Mail, 16 September 1893, p.36, https://trove.nla.gov.au/newspaper/article/33100987
16 West Australian, 23 June 1908, p.5, https://trove.nla.gov.au/newspaper/article/28844667
17 Thompson, Beyond Matta Gerup, p.28
18 Menck, Bridges, pp.41, 48, 83
19 Thomson, Beyond Matta Gerup, pp.48–49

The foundation stone of the 1899 town hall, which was in private hands at the time that the 2000 MHI was produced, was donated to the Council by Oliver Strang in 1999 and installed in the Town's administration building.[20]

One of the impacts of the 1890s gold boom was the emergence of suburbs around Perth and Fremantle, primarily along the railway lines. Victoria Park was one of the earliest but, by 1901, relatively small compared to municipalities at North Perth, Subiaco, Claremont, Cottesloe and Midland Junction. From these beginnings, a metropolitan area developed through the twentieth century. Victoria Park grew particularly rapidly in the decade after 1901, when its population quadrupled. It evolved as a respectable working class district.[21]

Welshpool Reserve (Maamba) opened in 1901. Noongar people from the wider Metropolitan area and South West were moved there. The camp was closed in 1911 and occupants were relocated to West Guildford.[22]

An official post office opened in 1902, although it was located in rented premises until the post office building on the corner of Albany Highway and Duncan Street (then the Perth-Albany Road and Cavendish Street) opened in 1912.[23]

A.E. Cockram began an unregistered race course at Burswood around the turn of the century, sharing land with the golf course. Belmont Park race course was established c.1905, initially known as the Goodwood Course, on Cockram's private land. A railway station soon followed. The golf club relocated to South Perth in 1908. Goodwood was acquired by the WA Turf Club in 1943 and sold to the State Government in 1950.[24]

20 Thompson, Beyond Matta Gerup, p.224

21 Thompson, Beyond Matta Gerup, pp.29–30, 33; Menck, Clare, A Thematic History of Western Australia, prepared for the Heritage Council of WA, June 2018, Section 2.2.1; Menck, Bridges, pp.40, 44

22 Thompson, Beyond Matta Gerup, pp.13–14

23 Thompson, Beyond Matta Gerup, pp.39–40, 45

24 Thompson, Beyond Matta Gerup, pp.213–214; Timeline (p.6) claims the station opened in 1903; the Public Transport Authority lists it as 1906 (PTA, 'History of Stations on the Armadale Train Line'

The Federal electorate of Swan was held by John Forrest from Federation in 1901 until his death in 1918. The electorate was much larger than it is today, including Victoria Park but also encompassing much of the non-Metropolitan South West of the new State.[25]

The 1896 Methodist Church was within a large lot on the east corner of Harper Street and Albany Highway.[26]

25 Thompson, p.260; Bowe, William, 'Electorate: Swan', Crikey (website), 2013, https://blogs.crikey.com.au/pollbludger/fed2013-Swan/

26 Rosemary Patroni, resident of Vic Park and member of Methodist Church from the 1960s, email to Clare Menck, 17 October 2020




PH00026-01 Laying the foundation stone of the Victoria Park Congregational Church
Unveiling of the Foundation Stone for the Victoria Park Congregational Church by Hon George Randell, MLC – 16 August 1902 (c of Perth)




The original Victoria Park Hotel. This was later demolished and another hotel of the same name was built on the site, c late 1890s (C of Perth, 2000 MHI).

## The Period 1905 to 1938 Rapid Expansion Despite Some Tough Times

*The tram service, inexpensive land, the railway, Albany Road and a prosperous state economy with an active immigration policy, all contributed to the Victoria Park district becoming a dynamic, vital region. The population which had remained static around 1500 for some years grew to 5,000 in the period 1905 to 1917.*

*In 1905 the Perth Electric Tramways service began to transport people on a route that went from Perth, across the Causeway, along Albany Road to Mint Street in East Victoria Park. It was an important contributing factor for working people who saw a cheap, reliable transport system along with inexpensive land as a way to own their own house and still be able to get to work with ease. This was despite the tram service being described as the "most dangerous tram ride in Australia". This description was probably a result of the small trams having to cross a now aging Causeway that seemed barely able to carry their weight. A remnant of the 'trammie' suburbs, as Victoria Park was nicknamed, can still be seen in Albany Highway on the corner of Mackie Street.*

*The tram stop is left as a reminder of the tram era which took thousands of commuters up to Mint Street, Patricia Strret and then in 1943 along to the munitions factory in Welshpool. The tram terminus location led to the growth of retail shops and services nearby. These included Terminus Butchers and the Post Office, which was established in 1912.*

*Prior to WWI, Victoria Park and the surrounding suburbs still had a rural air. On large blocks of land people kept horses, cows, poultry and plant nurseries but industry and commerce continued to grow and eventually dominated the country feel of the district. In 1912 the Red Castle Brewery started specialising in heavy stout. The brewery was located at a natural spring which supplied good quality water for the Brewery's products. Today the spring can still be seen in the grounds of the Red Castle Hotel, though the beer is no longer produced.*

*New industry also included the Portland Cement works which were established in Rivervale in 1921. The factory was located close to the river for the water supply and for access to oyster shell, dredged from the river beds, and used in the manufacturing process. In 1912 the Hearn Brothers started a furniture factory in Albany Road, producing chairs and cabinets. This business grew, taking on a new partner which eventually led to Hearnstead's Furniture Store. They were so successful in their field they were even able to expand their retail store at the height of the Depression.*

*Special services established in Victoria Park included Mead and Son Funeral Directors (1926) and Purslowe Funeral Homes (1939), both still providing this service today. Another specialist service was initiated by the Isaia family. The Isaia family set up a liqueur business in Albany Highway and have become renowned throughout Australia for their products. This family is an excellent representative of the hardworking European migrants who flocked to WA after WWI.*




PH76012

c1913 East Victoria Park Primary School

*A chemist shop supplied the need for pharmaceuticals as early as 1910. This was set up by William Read who became a promiment community spirited resident.*

*He not only ran the chemist but was also a member of the Business Men's Association, a Perth City Councillor and represented the district as a Member of Legislative Assembly. Read Park in Albany Highway is named in his honour. Growth in Victoria Park soon warranted the presence of an offical body of law and order, with the Police Station being built in 1906 – 08.*

*The period of World War 1 (1914 – 18) saw many changes in the Victoria Park district. On 1 Nov 1917, Victoria Park Municipality amalgamated with the City of Perth. This has been approved by referendum and it was hoped the change would increase services to the district. Certainly, soon after amalgamation, a bituminising project along Albany Road began, resulting in the replacement of the jarrah wood blocks and planks. The former road base was offered to local residents as firewood. The improvements to Albany Road followed soon after a change in lighting the Causeway. From 1905 until 1916 gas had powered the lamps on the bridge. In 1916 this was replaced was electric lights. In the same year electricity was supplied to the residents of Victoria Park.*

*WW1 stirred patriotic fervour among Victoria Park people. Out of the 5,000 people living in the district, one in ten volunteered for war duties. Dances and balls were held to raise money for the war effort. Children and schools were also involved in raising money, and knitting socks and balaclavas for soldiers on the war front. The Red Cross was strongly supported. In memory of soldiers who contributed to war service during WW1 a statue was installed in 1917 in Memorial Garden. Today (2000) Memorial Gardens is a well kept park that has recently been upgraded by the Town of Victoria Park. The large Moreton Bay Fig trees that shade the park are fine examples of this shady species.*

*The war also influenced major changes to the names of roads in the Victoria Park district. The names were changed to reflect a patriotic WW1 flavour. In the past WW1 period these roads were increasingly improved by a bituminising program implemented owing to the growing number of motor cars, though horses were still used occasionally. The increasing number of cars led to the expansion of garages for fuel and servicing. Housing for returned soldiers was provided with the help of the McNess Housing Trust. McNess was a philanthropist who generously donated funds raised in business to help those less fortunate than himself. Some of the small cottages built by the Trust are still standing in Victoria park (2000).*

*Community needs rose dramatically along with the population of the Victoria Park district. This led many people to an increasing awareness of their own locality. Burswood developed an unsavoury reputation as the home of a sewerage filtration system. From 1906 to 1912 the filtration system cleaned that had been syphoned under the Swan River from Claisebrook near East Perth. The filtraton system was controversial owing to complaints about pollution. Owing to demands from residents, in 1921 the name Burswood was changed to Rivervale.*




c1920s New technology changed transport during this period with an increase in cars and trucks. The delivery trucks are photographed outside a corner shop (courtesy Geoff Gallop, 2000 MHI).

*Other name changes in the Victoria Park district included Bickford, which in 1919 became Carlisle. Carlisle is said to have come from Scottish origins as it was a border town in Scotland. The people of Bickford viewed their area as a border between Perth and its suburbs.*

*In Carlisle, Nurse Edith Cowling ran the Carlisle Maternity Hospital from 1911 until 1939. It is said she delivered 1000 babies in the district during her service. After WW1 the Bickford Soldiers Memorial Hall was built to provide an entertainment and social gathering venue for the community.*

*The hall attracted large crowds for movie nights in the 1920s. The Carlisle Primary School opened in 1919 so the children of the area no longer had to travel to Victoria park for their education. Later the Holy Name Hall/School provided Catholic religious and education needs for the Carlisle residents.*

*East Victoria Park also developed its own identity during this period. Owing to population pressure on the Cargill Street School, East Victoria Park Primary School opened in 1914. By 1927 it had grown to be one of the largest schools in WA. The school was situated on the present site of the Park Centre. Other schools developed in this period include the Miller School (now called Carson Street School). Also built in East Victoria Park in 1911 was the first fire station in the district, subsequently rebuilt in 1928. From 1909–1917 the Australian Aboriginal Mission ran an orphanage on a large property now owned by the Uniting Church. Prior to its demolition it was known as the Mofflyn Child and Family Care Services.*

*A large imposing property within East Victoria Park is the Edward Millen Home. It started its public service as the Rotunda Maternity Hospital in 1912 and continued under Commonwealth Government ownership as a repatriation home for WW1 soldiers. In 1998 its future as a hospital was being reconsidered but its heritage value is undoubted. It has been classified by the National Trust.*

*The business sector of Victoria Park continued to expand along the busy traffic artery of Albany Road. Much exposure to potential consumers passing by each day led to a great demand for a position on the highway. New businesses included the Victoria Park Hotel built in 1927 and Ken George Motorcycles which began in 1938 and continued trading until 1987. Victoria Park's growth in retail and industry during the 1920s and 30s masked some of the devastating unemployment and bankruptcies that occurred in WA during the Great Depression.*

*The Victoria park district, being the home for many working class people, did suffer unemployment. Relief came in two forms, namely community group support and employment on government programmes. The community support groups, who ran soup kitchens and issued aid, included Manchester Unity, the Masons, the Independent Order of Oddfellows, the Ex-Naval Mens Association, the Druids, the Housewives Association and the Rechabites.*

*Employment during the height of the depression was provided by joint State and Local Government programmes. One of these led to the completion of river walls, dredging of the river shallows and the landscaping of McCallum Park.*



Children from the Methodist Home, Mofflyn, in East Victoria Park on visit to the zoo in South Perth, Easter Monday 1928. (C of Perth 2000 MHI).

*Transport in Victoria Park was boosted by the arrival of the regular Carlisle Bus Service. In 1922, Fred White, the proprietor, started one of the earliest passenger bus services in WA. Cars and trucks also became more common in this period while trams and trains continued to provide reliable services.*

*Popular and cheap entertainment in the Inter-War years were theatre and motion pictures. During the 1920s and 30s many people attended films first in the Town Hall and then later at the Savoy, Amusu and Broadway theatres operated by the Johnson Bros. In 1938 the Patch Theatre had their inaugural concert in Perth.*

*Religious needs in this period were met by the building of a number of churches. The most imposing was St Peter's Church in 1935, on one of the highest points in the district.*

*Sporting facilities were few though many people were active in the district. Bicycling and athletics attracted a large support. In the 1920s a croquet club was established which is still active today. A few prominent businessmen and citizens of the 1920s and 1930s were connected to the croquet club.*

*The Inter-War years were important to the development of the district of Victoria Park. Immigration schemes and an ever expanding local Western Australian population led to a demand for land close to the city. Victoria Park fulfilled this need.*

*With the land being cheap, the suburb within easy distance of the city and close to the railway sheds and the tramway terminus, Victoria Park became a working man's district. As with every such suburb where the population is thick and the inhabitants are in steady employment, it grew very rapidly into a miniature town, with large picture houses and imposing hotels, and a shopping centre stretching for two miles on each side of the main highway.*



PH00005-05 Construction of the Bickford Soldiers Memorial Hall (PH40013)



PH00005-04 (PH40012) Bickford Soldiers Memorial Hall, Opening Day 5 June 1920

**1905 to 1938 (2020 Update)**

The remnant tram stop at the corner of Mackie Street was replaced in 2005. A tram stop pole and an interpretative sign board are now in place.[27]

Government services, which had commenced in the latter 1890s in temporary facilities, had permanent buildings erected in the early 1900s. In addition to the 1912 post office, a police station opened in 1908 and fire station in 1913. Victoria Park library opened in 1903 and moved into purpose-built premises in 1913.[28]

Australian Aborigines Mission ran a home for Noongar children on the outskirts of Victoria Park district from 1911 to 1916, named Dulhi Gunyah. The 1905 Aborigines Act cause many Aboriginal children to be removed from their families and placed into institutional care, resulting in many new missions and Aboriginal homes opening. When Dulhi Gunyah closed, most of the children were sent to Carrolup Farm School, near Katanning. After some years lying vacant, the Victoria Park property was purchased by the Methodist Church. It reopened as Methodist Children's Home in 1925, an orphanage for non-Aboriginal wards of the state, structured as a number of adjacent group homes.[29] The institution was renamed Mofflyn in 1959. It became part of the Uniting Church in 1984. The original site, bounded by Sussex Street, Jarrah Road and Kent Street, was cleared in the late 1990s, but the Mofflyn continued in other locations, eventually becoming part of UnitingCare West when that agency formed in 2006. The road through the residential subdivision on the former Mofflyn site is named Mofflyn Circle to acknowledge the earlier use of the land.[30]

27 Hunter & Morling, Timeline, p.40

28 Thompson, Beyond Matta Gerup, pp.45–48

29 Thompson, Beyond Matta Gerup, pp.106–107

30 Find & Connect (website), https://www.findandconnect.gov.au

Note: Find & Connect lists Dulhi Gunyah as 1909–1918 and Mofflyn as commencing in 1922, with Dulhi Gunyah noted to have had two different locations (the earlier in East Perth, until c.1910) before settling in East Victoria Park.

James Haydon opened a factory producing agricultural machinery in 1909, relocating from smaller premises in the city.[31] A spur line was constructed and a siding opened on the railway.[32]Haydon's Siding was renamed Mint Street and then East Victoria Park Station from 1912, at which time the area east of the railway was being subdivided into residential blocks. It became Carlisle Station in 1919 when the district took up this name.[33]

State Sawmills opened its mill near Carlisle Station c.1919.[34] This site was earlier used by Haydon's implement works.[35] In the 1920s, Carlisle State Sawmills produced joinery for government housing provided to soldier and group settlement schemes in the South West.[36]

31 West Australian, 23 June 1908, p.5, https://trove.nla.gov.au/newspaper/article/28844667

32 Hunter & Morling, Timeline, p.12

33 Thompson, Beyond Matta Gerup, p.42; PTA, 'History of Stations on the Armadale Train Line'

34 West Australian, 19 May 1920, p.5, https://trove.nla.gov.au/newspaper/article/27682839; West Australian, 5 February 1920, p.8, https://trove.nla.gov.au/newspaper/article/27674695; West Australian, 27 April 1918, p.4, https://trove.nla.gov.au/newspaper/article/27476166; Sunday Times, 30 June 1918, p.7, https://trove.nla.gov.au/newspaper/article/57993957

Advertisements for land in Bickford in 1920 mention on State Sawmills and not Haydon's as local attractions/ employers, suggesting State Sawmills may have replaced Haydon's factory.

35 Peet & Co, Bickford Park, Municipality of Victoria Park (plan), Perth WA, 1909, SLWA online 57/8/5, https://purl.slwa.wa.gov.au/slwa_b4211523_1

36 Daily News, 7 July 1922, p.5, https://trove.nla.gov.au/newspaper/article/83301254




c1920 photo of tramline running along Albany Highway East Victoria Park

Source: Thu 25 Oct 2012 Permalink: Link to Pin

The Methodists built a new church in Duncan Street in 1912.[37] Harry Hearn built a furniture store on the site of the 1896 church. Hearn was involved with the Methodist Church and may have allowed the congregation to use land he owned prior to his developing it for shops. [38]Hearns furniture store opened in 1912.[39]

The Rotunda Hospital (1913) was the first hospital in Western Australia dedicated exclusively to the care of women, with a maternity focus.[40]

World War One sparked a wave of local war memorials, a community feature previously virtually unknown in Western Australia. Most were constructed in the 1920s. Victoria Park's 1917 memorial was an early example.[41] Bickford Soldiers Memorial Hall opened in 1920 (Carlisle) and an RSL hall followed some years later in Victoria Park (1935).[42]

The Greater Perth Scheme, which began in the early 1900s, advocated a larger central municipal body to enable large-scale capital works. Initially Victoria Park stayed out of the amalgamation of councils. However in 1917, influenced by wartime conditions, it joined the City of Perth, which had already absorbed North Perth and Leederville. Victoria Park was subsequently Ward 8 of City of Perth.[43]

The Causeway was widened during the interwar years to cater for increasing traffic. By 1939, it was the busiest point in the Metropolitan road network, with almost 16,000 vehicles recorded crossing in a day, 30% of which were bicycles.[44]

37 Thompson, Beyond Matta Gerup, p.54
38 Rosemary Patroni, email to Clare Menck
39 Thompson, Beyond Matta Gerup, p.77 (also referred to as Hearn & Stead or Hearnsteads)
40 Menck, History of WA, Section 2.5.3
41 Thomson pp.65–67; Hunter & Morling, Timeline, p.26; Menck, History of WA, Section 2.6.2
42 Thompson, Beyond Matta Gerup, p.99
43 Thompson, Beyond Matta Gerup, pp.68–71
44 Menck, Bridges, pp.48, 73, 78

The original subdivisions of Victoria Park suburbs made little provision for public land or recreation space. The City of Perth paid particular attention in the interwar years to improving reserves in the district. Land was reclaimed to form public open space along the river foreshore and a dozen other public parks. Chinese market gardens near the river were lost in the reclamation works.[45]

A rest home for elderly blind people opened in Sunbury Road in 1923, close to the Victoria Park railway station.[46]

Other businesses established during the 1920s included Walkemeyers' Terminus Bakery (1922), Olive Strang's Motor Vehicle Company (1927), J.W. Bateman's Drapery and Clothing (1928) and an extension to pre-WWI Hearn Bros and Stead (1928). In 1929, a saddlery, butcher, tea rooms and fruit and vegetable store opened. Harold Murray Produce Merchants, Millers Timber & Trading Co, Wood Depot and Wood Service Station were also trading by this time, with Three Way Service Station added soon after.

45 Thompson, Beyond Matta Gerup, pp.32, 81, 99
46 West Australian, 17 April 1925, p.8, https://trove.nla.gov.au/newspaper/article/31290974; Swan Leader, 7 April 1933, p.2, https://trove.nla.gov.au/newspaper/article/257740654




Photograph 30: One of the early business located on Albany Highway (cnr Armagh St) in Victoria Park. E C Hopkins were firewood merchants, c1920s. (C of Perth).

The number of factories increased, with Swan Portland Cement (1927), James Hardie & Co, State Saw Mills and Australian Wood Pipe Factory all commencing operations by the mid-1940s.[47]

Victoria Park Hotel was replaced on the same site in 1927. Balmoral Hotel opened in 1931.[48] Carlisle Hotel opened in 1940.[49]

Burswood Station was renamed Rivervale in 1923, distancing the residential area from its association with sewerage ponds and the rubbish tip. The name reverted to Burswood in 1993.[50] A new rail bridge over the river in 1932 (Bunbury Railway Bridge, demolished 1995) replaced the 1893 original.[51]

47 Thompson, Beyond Matta Gerup, pp.75, p.145
Note: the MHI lists Portland Cement as commencing 1921, and Thompson elsewhere notes it as opening in 1919 (p.214). Swan Cement's website in 2020 says it commenced in 1927. (Swan Cement (website), 'About Us', http://swancement.com.au/about-us/)

48 Thompson, Beyond Matta Gerup, p.48

49 Daily News, 18 December 1940, p.6, https://trove.nla.gov.au/newspaper/article/84005477

50 Thompson, Beyond Matta Gerup, p.214; Hunter & Morling, Timeline, p.17

51 Hunter & Morling, Timeline, p.20



Portland Cement – date the cement works commenced differs across sources. 1927 is most likely.

Churches also expanded, with an Anglican Church in Raleigh Street Carlisle (1928), Presbyterian Church in Mint Street (1929), East Victoria Park Anglican (relocated from Beechboro 1930s), Holy Name Catholic in Carlisle (1935) and a larger Anglican Church (1935.)[52]

The local building boom of the 1920s ceased when the Depression hit in the 1930s. As a working class area, Victoria Park suffered high unemployment. Many locals had to rely on government payments. These were generally tied to sustenance labour projects, many of which were away from Perth, with local men absent from their families during the week while living in workers' camps at the site of public works projects.[53]

Information in the MHI relating to the McNess Housing Trust is incorrect. McNess homes were built for the destitute and mostly housed single women and their dependent children, not returned soldiers. The program began in 1931 in response to the Depression. It was administered by the Workers' Homes Board (WHB). Homes built under the McNess Scheme were all weatherboard and, later, fibro. Most metropolitan municipalities did not permit timber homes to be constructed in the 1930s, with Victoria Park and Carlisle notable exceptions. Carlisle was one of the few suburbs where the McNess scheme built more than a handful of residences. By 1941, there had been 34 McNess homes built in Carlisle (mostly built in the latter 1930s), accounting for one third of the McNess houses in the state and half of those in the Metropolitan area. McNess Housing was integrated into the State Housing Commission in the 1960s.[54]

52 Thompson, Beyond Matta Gerup, pp.52, 104; Hunter & Morling, Timeline, pp.19, 22

53 Thompson, Beyond Matta Gerup, pp.89–98

54 Menck, Clare, A Thematic History of Government Housing in Western Australia, prepared for the Department of Housing, November 2014, pp.64–71

The Workers' Homes Board (WHB) began operating in 1912. It provided low-cost residences to working families through long-term low-interest loans to enable eventual home ownership. Victoria Park was one of the first areas where the WHB erected houses. The loan terms were more favourable for brick or stone residences than timber.[55]

After World War One, the WHB also administered construction of houses through the Commonwealth War Service Homes Commission. This scheme constructed residences for purchase by returned servicemen through generous, long-term loans. As larger loans were permitted than through the WHB schemes, War Service homes were generally a little larger WHB homes (although still modest). The scheme was popular in the 1920s but construction slowed in the 1930s.[56]

55 Menck, Housing, pp.40–44
56 Menck, Housing, pp.48, 59, 109

**Explosive growth after World War 11 continued to stimulate these trends.**

*The Great Depression that began with the Wall Street Crash of 1929 and lingered on through the 1930s, ended with the beginning of WW11. Once again the people of Victoria Park and surrounding suburbs displayed their patriotism by supplying many volunteers for active service. The people at home had to endure a shortage of labour and teachers. This opened the way for the employment of women in new roles, particularly in the munitions factory situated in Welshpool. New precautions in case of air raids were included in everyday life with the building of air raid shelters. The Town Hall was occupied by the Civil Defence Council as a control centre and first aid port. Local employment for the war cause was available at the Bunnings Boat Building Yard, established near the Causeway. The yard was responsible for three special trawlers used by the Z Force for raids on Japanese occupied territory to the north of Australia. The boat yard closed soon after the war. One man from the Victoria Park district received the highest war decoration that could be granted. The Victoria Cross was bestowed on Stan Gurney posthumously.*

## The Period 1939 – 1969 WW11 and the Aftermath

*The impact of WW11 on the post war period throughout WA was considerable. Technological change, high employment and active immigration programmes all led to new housing estates and further land subdivisions as well as an expansion of commercial centres along Albany Highway.*

*The 'Millen Estate' in East Victoria Park was an excellent example of the type of residential estate that drew people into the district after WW11. People were attracted to the area as the land was inexpensive and it was in close proximity to the industries to the area as the land was inexpensive and it was in close proximity to the industries developing in nearby Welshpool. Up until after WW11 Carlisle, Lathlain and Bentley remained mostly undeveloped. In 1940s Bentley Park remained mostly undeveloped. In 1940s Bentley Park was officially adopted for the area now known as Bentley. Bentley was derived from the name of a convict warden John Bentley in charge of road building convicts in the 1860s and 70s. 'Park' was dropped in 1967. Settlement and building patterns in these suburbs were strongly influenced by the State Housing and War Service Commissions. Both these institutions encouraged residential settlement. The State Housing Commission built units or houses for rental by low interest loans for those people eligible after making a contribution to the war effort.*

*Construction programmes struck some difficulties. Owing to a lack of building materials some residents had to live in tents while their homes were being completed. This temporary accommodation was experienced by a number of Italian migrants who settled in Bentley. District areas of development occurred throughout the 1950s under the guidance of the Lathlain Town Planning Scheme which was first presented in 1950. Bentley was affected in 1957 when part of the suburb was declared separate, and named St James. In the same year St James became officially designated a separate postal district.*

*Activity on Burswood Island remained a contentious issue with the residents of Rivervale. Though the sewage filtration plant had been closed and demolished some years earlier in 1946, the land was reserved as a rubbish tip.*

*This was just another step in the controversial history of the area, which began in 1831 with the failed attempt to dig a canal through the low lying area to improve Swan River navigation. A small part of the Burswood Canal is still recognisable through in 2000 it appears to be merely a duck pond. The building of a Canal was recognised as an engineering feat, but in the long run navigation through to the deeper reaches of the upper Swan still proved difficult. The Canal was eventually abandoned however, its passage is still marked on some 20th century maps.*

*Victoria Park experienced sustained development*



Photograph 34: An aerial view of the roundabout at the junction of the Causeway/Canning Highway and Great Eastern Highway prior to the flyover, c1956 (City of Perth). Flyover constructed 1973.

*throughout the 1950s and 60s as a major shopping area along the Albany Highway. Shops and offices still recognisable are the Coolgardie and Harrolds Chambers, The Friendlies Chemist and Hardwear Hood. One of the landmarks on Albany Highway continues to be the Broken Hill Hotel. First built in 1899, the hotel was so named because of its geographical location 'at the break of a hill'. During this period the Broken Hill Hotel had some interesting connections. Associated with the hotel is Shane Paltridge, the Federal Minister for Defence, under Prime Minister Bob Menzies. Paltridge was knighted for his political service. Another famous character of the Broken Hill Hotel was Bob Uppinton. He served as the barman at the hotel for 34 years from 1949. He is thought to be the longest serving barman in one hotel in Australia. Jack Sheedy, a renowned Australian footballer, also owned the Broken Hill Hotel for a time. Retail growth, plus the development of new industries and a number of car yards, contributed to Victoria Park becoming known throughout Perth as a prodigious supplier of industrial, commerical and retail goods. In fact, Victoria Park became the largest retail shopping area in the metro area outside of Fremantle and Perth.*

*Transport and communication changes during this period were both startling and rapid. Though first introduced in the Inter-War period, radio soon had to compete with the introduction of television in the 1960s. The end of an era came with the cessation of the tramway service. In 1950s the trams, and then in 1958 the Carlisle Bus Service, were replaced by a government operated bus service. In the 1952 people transported in buses and private cars celebrated the opening of the new Causeway. The public works project involved a major re-development along the riverbank as mudflats were reclaimed and landscaped.*

*Railways which had always been vital to a number of Rivervale and Victoria Park residents enjoyed a revitalising of the service in 1950. Two new railway stations at Oats Street and Lathlain were built. The Lathlain Station received a large number of visitors as Lathlain Oval became the home of Perth Football Club in 1959. This was also the period when Lathlain grew as a suburb and gained facilities such as Lathlain Park School.*

*Many people were entertained with the expansion of theatre groups from 1940–1965. This included at Queens Park Theatre and the Independent Players. In 1939 Ida Beeby was to start the Patch Theatre Group in Hay Street. Its first production was Paola and Francesca. The Patch Theatre moved into Victoria Park when the former Victoria Park Library became their base in 1972. They later moved to the Independent Order of Oddfellows Hall and stayed there until 1983.*

*The group continues to entertain children with regular shows. Dance schools also educated and entertained many people. One which was responsible for instructing many pupils was the Gable and Williams Dance School. Another entertainment venue was the Archer Gardens. This outdoor picture theatre was popular for many people until television was introduced. Television was also the death knell for other theatres such as the Savoy and Alexandra which were converted to shops and other uses.*

*Improved services for parents of young children came with the Infant Health Centres. Carlisle Infant Health Centre was built in the early 1950s, conveniently close to the Carlisle Bus Service.*

*In the 1960s Ratepayers Associations were active in improving facilities within their district. The Association provided the impetus for investigations about factory pollution in Carlisle. In 1969 the Carlisle Memorial Hall was built to replace the aging Bickford Soldiers Memorial Hall of 1919. Further community facilities provided in this period include the Victoria Park and the Harold Hawthorne Senior Citizens Centres, Swan Cottages Homes (or Bentley Retirement Village) and Higgins Park. Higgins Park was named in honour of J J Higgins, a resident of Victoria Park, who gave 24 years service as a Councillor to the City of Perth. The Park has facilities for football, cricket and tennis: Another prominent Victoria Park personality is Cliff Houghton who has had over 80 years association with the district as a businessman and resident. Houhgton Park in St James has been named to recognise his contribution. The Victoria Park district has also been ably supported by a number of community service groups, among them the CWA, Apex and Rotary. The RSL united with the City of Perth to upgrade Memorial Gardens in 1957. Owing to severe damage to the War Memorial by vandals, the statue of the 'Digger' was replaced by a cross of sandstone.*

*In 1965 Victoria Park was fortunate in gaining a world class swimming facility at Somerset Street Swimming Pool. It was used for training by teams attending the World Championship Swimming Competition held in Perth in 1998.*

*Education enjoyed a period of expansion from primary schools through to tertiary institutions. New schools such as Xavier (later to combine with St Joachim's to Ursula Frayne College) and Millen Schools, followed Kent Street High School, which opened in 1940. In 1961 Carlisle College TAFE was established and in Bentley the Western Australian Institute of Technology (now Curtain University) began enrol*ling students in 1967.

**1939–1969 (2020 Update)**

World War Two opened opportunities for women to work in industries where workforces were depleted by men enrolling for military service. The Victoria Park tramline was extended to the munitions factory at Welshpool and many Victoria Park women were employed there through the war.[57]

In 1939–1940, a model windmill and wishing well were constructed in a prominent site on Albany Highway as a marketing display for Brisbane & Wunderlich bricks and tiles.[58]

A Lady Gowrie Centre opened in East Victoria Park in 1940. It was part of an Australia-wide movement to provide free kindergarten, child health and nutritional support to underprivileged communities.[59]

When Kent Street School opened in 1940, it was the first suburban government school to offer high school education. Few children continued beyond primary schooling until after World War Two. The number of high schools across the Metropolitan area increased through the 1950s as more families sought high school education for their children. St Francis Xavier College began in East Victoria Park in 1953 to educate Catholic boys. The Sisters of Mercy primary school in Victoria Park, St Joachims, expanded from 1962 to provide high school education for girls. Bentley High School (1960, later Canning College) and Kewdale High School (1966, later Australian Islamic College, just outside the municipality) also catered for many of the children within the Victoria Park area.[60]

57 Thompson, Beyond Matta Gerup, pp.110–111
58 Thompson, Beyond Matta Gerup, p.77
59 Thompson, Beyond Matta Gerup, pp.116–119
60 Thompson, Beyond Matta Gerup, pp.150–151, 188

During World War Two, a nation-wide housing shortage of crisis proportions was identified. As soon as the war ended, government housing began to be built. The Workers' Homes Board was reformed as State Housing Commission (SHC) from 1947. Building materials and labour were in short supply. The SHC controlled building permits.

From 1945 to 1956, the SHC constructed 41% of all homes built in Western Australia. Most SHC houses of this period were built as rental properties for working families, but the agency also administered a revamped War Service housing scheme. Many SHC homes were erected in large government housing estates. From around 1950, fibro and timber were favoured by the SHC rather than brick for rental homes, but purchase-scheme residences such as War Service homes were more likely to be brick.[61]

SHC homes were built in Victoria Park from 1945. By 1960, over 500 SHC homes had been erected in the suburb, most of which were War Service homes. Victoria Park was one of the top five locations in Western Australia for War Service homes. SHC was also building in Carlisle from around 1950, but here around two thirds of the houses were rental properties. Development of East Victoria Park, St James and Bentley commenced in the early 1950s, gradually expanding east from existing suburbs. These areas were dominated by government rental housing, especially in St James and Bentley, although here too there were many War Service homes built. Returned service personnel were also prioritised in applications for government rental housing. By 1956, the Bentley- St James-East Victoria Park area had over 650 government rental properties, one of a dozen major SHC rental districts in the Metropolitan area. In the latter 1950s, East Victoria Park was one of the top five suburbs in the state for SHC housing construction. Many SHC homes were built to a small palate of standard plans. Most were single detached residences in this period.[62]

Owner-building was a popular post-war trend in home construction. The SHC promoted group schemes for owner-building, especially for War Service Homes. Through the 1950s, up to one third of War Service homes were constructed through owner-builder group projects. By the latter 1950s it became less common.[63]

Post-war migration schemes brought many Europeans to live in Western Australia, both from the traditional migrant sources of Britain and Ireland and also from Continental Europe. The social makeup of Victoria Park changed to include these migrants.[64]

The Metropolitan Region was gradually reshaped after the release of the Stephenson-Hepburn plan for the Region in 1955. Shepparton Road was upgraded to allow traffic accessing the CBD to bypass the Victoria Park and East Victoria Park town centres.[65] A rail bridge was constructed to carry the railway over Great Eastern Highway at Rivervale in 1968, as this level crossing had been the site of many accidents.[66] A pedestrian bridge over the highway followed in 1969, the first in a targeted Main Roads Department program to install footbridges on busy Metropolitan Roads.[67]

61 Menck, Housing, pp.74–75, 77–83, 90–91,

62 Menck, Clare, research notes based on SHC Annual Report data, 1944–1986, collated 2015; Menck, Housing, pp.100, 106

63 Menck, Housing, pp.110–111

64 Thompson, Beyond Matta Gerup, p.166

65 Thompson, Beyond Matta Gerup, p.141

66 Hunter & Morling, Timeline, p.31

67 Menck, Bridges, pp.131–132

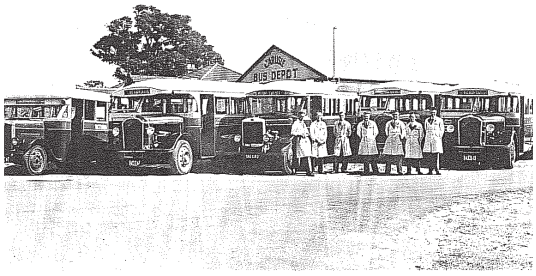
Lathlain Park Primary School opened in 1956. A new Millen Primary School opened in 1958 to replace an earlier 1936 school serving East Victoria Park. Existing schools also saw substantial expansion.[68] Minbalup occupation centre, run by the Slow Learning Children's Group (from 1988 renamed Activ Foundation), opened in Harper Street in 1954.[69] It was the first occupation centre established by the group, which had formed in 1951 as part of early changes in attitudes to people with disabilities.[70] The Education Department provided teachers to Minbalup until at least 1968.[71]

The 1936 Millen School eventually became a school for children with disabilities (now Carson Street School). It is not known when this change took place, although it is believed the children transferred from Minbalup. Education Department records list teachers at Millen Special School from at least 1976.[72] The State Records Office holds records relating to 'Millen Special School' from 1953 to 1977.[73] Further research is needed to clarify the relationship between Minbalup, Millen Special School and Carson Street School.

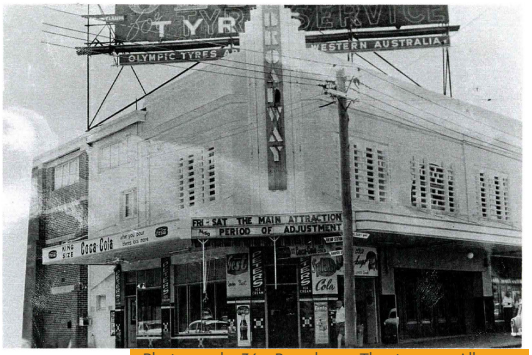
68 Thompson, Beyond Matta Gerup, p.152
69 Hunter & Morling, Timeline, p.27. Other sources spell this name Minbillup.
70 Activ Foundation, Annual Report, 2011, pp.12–15
71 Carnamah Historical Society & Museum (website), 'WA State School Teachers 1900–1980', https://www.carnamah.com.au/teachers
72 Carnamah HS&M, 'WA State School Teachers 1900–1980'
73 Green, Neville, 'WA School Records Index 1891–2005' (database), *Family History WA (website)*, https://membership.wags.org.au/members-data/public-data/wa-schools-records-index-1891-2005

Victoria Park Rotary Club commenced in 1948.[74] Church buildings were erected for Church of Christ and St Joachim Catholic communities in 1955. Our Lady Help of Christians Catholic Church opened in East Victoria Park in 1962, adjacent to St Francis Xavier College. Holy Trinity Anglican Church opened three blocks away in 1964.[75] Carlisle Anglican Church vacated their 1928 premises c.1952. This is possibly when they moved to Star Street.[76] The Star Street church was sold to a Baptist congregation in 1969.[77]

74 Thompson, *Beyond Matta Gerup*, p.133
75 Hunter & Morling, Timeline, pp.25, 27, 29, 30
76 Thompson, Beyond Matta Gerup, p.52
77 Hunter & Morling, Timeline, p.31




Photograph 35: The Carlisle Bus Deport before the MTT took over, c1958 (courtesy Geoff Gallop).




Photograph 36: Broadway Theatre on Albany Highway, demolished in 1964 (C of Perth)

A post office opened in East Victoria Park in 1953, replacing unofficial postal services that had operated from a local business since 1927.[78] A police traffic office opened in Lichfield Street in 1957, and the adjacent Victoria Park police station was refurbished.[79]

Through the 1950s, Victoria Park supported a thriving commercial centre. Records from 1956-1957 indicate the district had 358 retail businesses operating in that year, around one quarter of which sold groceries. Albany Highway developed a reputation as a shopping strip. By the 1960s, chain stores Coles, Woolworths and Charlie Carters all had outlets along Albany Highway. At the west end of suburb, caryards had begun developing in proximity to the Causeway. Houghton Ford (1946) and William Wood Motors (1947) were the first, with at least ten more opening through the 1950s and 1960s.[80] Tom the Cheap had a grocery and variety store on the corner of Berwick Street and Canning Highway.[81] Aerial photographs suggest this was on the south corner, constructed between 1953 and 1961. It was demolished between 1989 and 1995 and replaced with two fast food outlets.[82]

Red Castle Hotel/ Motel was constructed in the early 1960s. A high-rise portion was added between 1965 and 1974.[83]

The MHI narrative lists Hardwear Hood, Friendlies Chemist, and Harolds and Coolgardie Chambers as 1950s/ 1960s businesses. However, MHI place records list Friendlies as built in 1940 and the other three as 1930s structures. Friendlies (the United Friendly Societies Building) ceased trading as a chemist between 2007 and 2014.[84]

78 Hunter & Morling, Timeline, pp.18, 25
79 Hunter & Morling, Timeline, p.28
80 Thompson, Beyond Matta Gerup, pp.141, 179–180
81 Thompson, *Beyond Matta Gerup*, p.187
82 Aerial photographs, 1953–1995
83 Aerial photographs, 1961, 1965 & 1974
84 Google streetview, November 2007 & March 2014

Collier Pine Plantation, a large Forests Department reserve at the west of the district (planted in the 1920s), was destroyed by fire in 1957. Much of the burnt land was subsequently granted to establish cottage (retirement) homes for older people, a relatively new concept at the time. In 1961, independent Swan Cottage Homes opened, while the Methodist Church established Rowethorpe next door. Both facilities later expanded to provide multi-level aged care, especially after government funding for frail aged hostels began in the 1960s. By the latter 1970s, Rowethorpe and Swan Cottage Homes were by far the largest of the approximately 140 aged care facilities in Western Australia receiving government funding. Together they housed over 1,000 elderly residents, 15% of the total aged care in the State.[85]

The SHC officially began providing rental housing for aged persons in 1958, although earlier flats of the post-war decade and those built through the McNess Housing Trust also accommodated older people. Several quadruplexes for McNess tenants were built in Carlisle in the 1950s. In the 1960s, the SHC together with the McNess Trust constructed several multistorey blocks of flats for elderly pensioner women. The third of these, completed in 1965, was Talbot Lodge in Carlisle, a three-storey complex designed to house 77 women. The SHC shifted much of its regular housing program from free-standing residences to duplexes and flats through the 1960s. For young families, the SHC provided 'walk up flats' in complexes up to three storeys.[86]

Also constructed on former pine plantation land was an Activ Foundation sheltered workshop employing adults with intellectual disabilities. The buildings, on Jarrah Road, were completed between 1977 and 1979.[87]

85 Menck, Clare, *On Mission: A History of the Development of Juniper: A Uniting Church Community,* Juniper, Balcatta, 2018, pp.10–12, 17–18, 137–139
86 Menck, *Housing,* pp.71, 153–157, 180–181
87 Aerial photographs, 1977 & 1979

The Baptist Church acquired former pine plantation land to build their theological college. This tertiary institution opened in 1967. It was later renamed Vose Seminary.[88]

The population east of the railway exploded in the post-war years. Between 1947 and 1961, Carlisle increased from 1,905 to 4,110 residents, while Lathlain went from 462 to 3,536. Carlisle became the ninth ward of the City of Perth in 1963. Lack of facilities in Carlisle, which had been a complaint of local residents since the 1920s, was gradually addressed from the 1960s.[89] Lathlain Railway Station opened in 1958.[90]

By the 1950s and 1960s, parts of the district were a mix of residential and industrial functions side by side. Particularly in Carlisle, Rivervale and the outer edges of East Victoria Park, residents struggled with the noise, smell and dust from local factories. State Saw Mills and Cullity's plywood factory (later Westply), both near Carlisle Station, were major polluters in the eastern parts of the district. They were also very important local employers and their factory whistles guided social life in East Victoria Park and Carlisle.[91] State Saw Mills was privatised in 1961 and subsequently sold to Hawker Siddeley. In 1970, the former State enterprise was on-sold to Bunnings, who operated the Carlisle mill until it closed in the 1970s.[92]

A public library opened in Mint Street in 1966 (now Acton Real Estate, formerly offices of local politicians).[93] Thompson's history suggests there was no preceding library in the district that this replaced. However, the 1903 library in Albany Highway was noted in 1935 as being converted to include Western Australia's first exclusive children's library. It was further extended in 1936.[94] It is likely it remained in use into the 1960s.

88 Vose (website), 'About Us', https://www.vose.edu.au/about-us/

89 Thompson, *Beyond Matta Gerup*, pp.143–145

90 Hunter & Morling, *Timeline*, p.29

91 Thompson, *Beyond Matta Gerup*, pp.145–148

92 Chinnery, Robin, documentary evidence for P11381 Pemberton Mill Workers' Cottages Precinct, DPLH, November 2003,pp.13–14

93 Thompson, *Beyond Matta Gerup*, p.155; Clare Menck, recollections, 2020

94 Hunter & Morling, *Timeline*, pp.22–23

Broadway Theatre closed in 1964, and the Archer Gardens cinema in Carlisle followed soon after, leaving no cinemas in the district.[95]

For several decades, a maternity home operated in East Victoria Park. By the 1960s it was known as St Ives and was located in Hubert Street. The earliest birth notice located via Trove that identifies St Ives

95 Australian Museum of Motion Picture & Television (website), 'Cadoux to Currambine', https://ammpt.asn.au/cadoux-to-currambine/ and 'Victoria Park Cinemas' http://www.ammpt.asn.au/victoria-park-cinemas/



Opening day at Somerset Street Pool, East Victoria Park 1966. (C of Perth, 2000 MHI).



The opening ceremony of Somerset Street Pool 1966. (C of Perth, 2000 MHI).

is from 1930, when the establishment is noted as 'Nurse Jones' St Ives, Canterbury Terrace Victoria Park'. It is not known when it relocated to Hubert Street. Following changes to maternity care, St Ives closed in 1963.

It was sold to a private company to run a C-class hospital. However, between 1965 and 1974 the buildings were demolished and replaced by an apartment tower (159 Hubert Street) which was named St Ives.[96]

Carlisle-Lathlain Bowling Club opened in the early 1960s. Victoria Park Bowling Club had commenced in the 1890s, and its premises were substantially expanded in the mid-1950s.[97] Carlisle-Lathlain club premises were demolished in 2010. After many years vacant (reputedly because of asbestos contamination of the soil caused during careless demolition) the area was redeveloped in 2019 as a public park, playground and multipurpose courts.

96 Thompson, *Beyond Matta Gerup*, pp.156–157; *West Australian,* 28 October 1930, p.1, https://trove.nla.gov.au/newspaper/article/33234697; Aerial photographs 1965 & 1974

97 Thompson, *Beyond Matta Gerup*, pp.155, 157–159

Locals had strongly opposed suggestions the land could be sold for residential development to raise Council funds.[98]

Prior to the opening of Somerset Pool in 1966, the Victoria Park-Carlisle Amateur Swimming Club trained at Kent Street Pool.[99] The Kent Street Pool was located across from the high school on Kent Street. The Local History Collection Timeline references a 1962 newspaper article announcing its opening.[100] Aerial photographs show the pool

98 Aerial photographs 2008–2020; Clare Menck, recollections, 2020

99 Thompson, *Beyond Matta Gerup*, p.161

100 Hunter & Morling, *Timeline*, p.29




The Park Shopping Centre, built in 1977 on the site of the old east Victoria Park Primary School, 1998 (O'BPC, 2000 MHI).




East Victoria Park Post Office in Albany Highway. Post Office decommissioned in 1995(C of Perth, 2000 MHI)




Photograph 41: Heart of the Park Shopping Centre, Shepperton Road, 1998 (O'BPC, 2000 MHI).

located at what is now approximately 90–100 Kent Street. The school pool was built in the early 1970s and the 1960s pool removed soon after.[101]

Somerset Pool was not originally Olympic standard.[102] However, aerial photographs show that by 1974 the extant 50m pool had been added.[103]

Mackie Street Senior Citizens Centre opened in 1960, with extensions in the 1960s and 1970s. Lathlain Park Nursing Home opened under Matron Snell in 1972.[104] A new St John Ambulance Centre opened in Norman Street in 1963.[105]

The Federal Member for Swan from 1955 to 1969 was Richard Cleaver. Together with his wife Mavis, he was instrumental in establishing Swan Cottage Homes in the 1960s. The six-storey residential aged care facility at the homes that opened in 1972 was named Richard Cleaver Lodge in his honour.[106]

Carlisle Infant Health Centre building was demolished in 2019. It had been unused for some years after infant health services were amalgamated into larger regional centres (eg Cannington).[107] Further research may identify where other post-WWII infant health centres were located for the district, as it is unlikely Carlisle was the only one.

## The Period 1970 – 1992 The Changing Face of Urban Development

*The traditional roadside shops along Albany Highway which had satisfied demand for three quarters of the 20th Century, came under great pressure during the 1970s. Nearby Belmont and Bentley shopping centres provided 'one stop' shopping with ample car parking. Keeping up with these retail innovations, the 'Heart of the Park' and the larger 'Park' Centre were built in 1977. The 'Park' Centre, built on the site of the old East Victoria Park Primary School, "Shifted the focus or retail activity from Victoria Park, the older and traditionally more important centre, to East Victoria Park" (p.7 Albany Highway Study). Car purchasers, however, were still attracted to Victoria Park by the ever expanding car yards along the Highway and Shepperton Road.*

*During the 1980s a new focus was placed on Rivervale which changed the face of the Burswood Rubbish Tip. Though domestic rubbish was no longer left at the rubbish tip after the early 1970s, the area was still used to dump industrial waste until the end of that decade.*

*In 1978/79 the area along the river was developed with the aim of providing the city with a better approach from the airport. The beautification process included gardens developed with lakes and islands in an area approximately 45 hectares. The area was opened by the then Premier of WA, Sir Charles Court and is today called G O Edwards Park. In the early 1980s the Burswood locality once more became a topic of much controversial*

101 Aerial photographs, 1965 & 1974; HCWA, P03372 *Kent Street High Senior High School,* Assessment Documentation for Register Entry, March 2006, p.9

102 Thompson, *Beyond Matta Gerup*, pp.161–163

103 Aerial photographs, 1965 & 1974

104 Thompson, *Beyond Matta Gerup*, p.163

105 Hunter & Morling, *Timeline*, p.30

106 Thompson, *Beyond Matta Gerup*, p.260; SwanCare (website), 'Transforming a WA icon', https://swancare.com.au/transforming-wa-icon; Prime Minister of Australia, speech to open Richard Cleaver Lodge (William McMahon), 7 May 1972, https://pmtranscripts.pmc.gov.au/sites/default/files/original/00002584.pdf

107 Aerial photographs, 2018–2019; Clare Menck, recollections (CM took children here in from 2009 to 2012 but believes the Centre had closed by 2013 or 2014).

*discussion. A future based on a Casino, Golf Course and Resort raised many objections owing to possible traffic and environmental problems. It was feared there would be ecological effects on the ground water quality. The issue became a political football between the State Government, the Perth City Council and nearby residents.*

*Certainly much work had to be done on Great Eastern Highway to prevent traffic problems. Land subsidence on the Golf Course has occurred. Nevertheless, the Casino has drawn a large number of people through its doors since it opened in 1985.*

*In 1985 a government initiative to stimulate industrial design and business in high technology equipment was established close to Curtin University. Technology Park, the 'Silicon Valley' of WA, was the first of its type planned in Australia. Today it has 70 organisations and 1400 people employed and generated a large export income. A significant amount of capital and people are involved in research and development and it keeps close ties with Western Australian tertiary institutions.*

*Tertiary Education received further encouragement with the opening of the Bentley TAFE in 1974. Some of the departments include animal studies, fashion design and hospitality.*

*The restaurant, run by hospitality students in training, has become well known for its high standards and flair. In 1986 WAIT was upgraded to university status and officially became known as Curtain University. During the 1980s there was an increased push to 'export' education to overseas students. Both Bentley TAFE and Curtain University capitalised on this and attracted many overseas students, particularly from Singapore.*

*Another attraction for international visitors is the Hockey Stadium near Curtain. The astro turf hockey field was built for national and international competition.*

*A new community meeting place and library was built alongside the Park Centre to replace the old Town Hall in 1983. The Park Recreation Centre has honoured local people by naming various function rooms after prominent citizens who have made a significant contribution to the Victoria Park district. These include Bill and Myra Talbot, Ron Hall, Graham Faulkner and Elaine Stewart. When Lathlain was officially gazetted in 1981, Sir William Lathlain a former City of Perth Mayor, was recognised for his services. Another notable*



Swan Portland Cement in 1998. The factory was relocated to Kwinana after over 70 years situated in Burswood (O'BPC, 2000 MHI).

*person in the Victoria Park District was Sam Maher, musician and teacher extraordinaire.*

*Sam received a British Empire Medal for his services to music, particularly in the filed of Concert Bands. His last band was the Southern Districts Junior Band in 1985.*

*Urban infill became one of the new terms in residential development in the 1980s. Owing to the large block of land, new zoning laws and resulting subdivisions, there has been an increase in high density housing. Battle axe subdivision have led to new homes being erected to the rear of old houses. This push for increased density has changed the appearance of some streets. As dwellings are replaced or modernised there has been a decline of large trees. Residents who valued the leafy suburbs of old, strongly objected to this trend which was carefully reviewed in the 1990s. Many streets are still recognisable by their distinctly different avenues of street trees.*

*Some of these trees include jacaranda, pepper, flame and box (both plain and variegated). Protection is given to two bushland areas in Hillview Terrace and Kensington, East Victoria Park.*

**1970 – 1992 (2020 Update)**

By the 1970s, there was sufficient ethnic diversity in the district to support Chinese, German and other European restaurants along Albany Highway. The Australian-Italian Association opened a community centre in Jarrah Road in the late 1960s and St Joachims began holding mass in Italian from 1976. After decades where Aboriginal people were rarely noted in the district, by the 1960s Aboriginal families were again living in the area, with Aboriginal children enrolled at local schools.[108]

Swansea Street markets was opened in 1979 by the Psaltis and Sardelic families, both from Greek market gardening backgrounds. It continues to be a popular fresh produce and continental store, run by a growers cooperative.[109]

East Victoria Park Primary School moved to new premises adjacent to the railway in 1977, built on the old State Sawmills site. Its former site became the Park Centre soon after.[110] The former Lady Gowrie site nearby was redeveloped as Victoria Park Recreation Centre in 1983.[111] The library relocated from Mint Street into this Sussex Street recreation complex. It received a new building in Sussex Street in 1994.[112]

108 Thompson, *Beyond Matta Gerup*, pp.167–169
109 Thompson, *Beyond Matta Gerup*, p.168; Clare Menck, recollections, 2020
110 Thompson, *Beyond Matta Gerup*, p.187; Hunter & Morling, *Timeline*, pp.32–33
111 Thompson, *Beyond Matta Gerup*, p.205
112 Hunter & Morling, *Timeline*, pp.34–35

National Archives of Australia built its WA premises on Berwick Street in 1976.[113] They continued to operate from the site until relocating to Northbridge and Belmont in 2019.[114]

Another hotel opened in the 1970s, in East Victoria Park (variously Irene's Park Tavern, later Franklin's, with a low-brow reputation). [115] The first drive-in bottle shop in the district opened in 1980, as an addition to the Carlisle Hotel.[116] Take-away fast food restaurants were built between 1985 and 2000 at prominent sites near the intersections of Berwick Street/ Canning Highway and Shepparton Road/ Albany Highway.[117]

Brothels, sex shops, skimpy waitresses and a 'gentleman's club' were advertised in the area from the 1970s. Although they may have been present earlier, the image of the area as a family suburb dominated up to this time. The media in the 1970s and 1980s tended to depict Victoria Park as an area in decline, prone to crime, violence and racial division, despite locals protesting that this was inaccurate.[118]

Government housing policy changed in the 1970s. Where previously the SHC had emphasised housing working families until they could move into home ownership, from the mid-1970s government rental housing was refocussed as a welfare provision for those unable to earn sufficient income to pay market rent or buy a home. As a result, areas with high concentrations of government housing, including much of Victoria Park, housed more unemployed, disabled or aged persons and fewer working families.

As government housing policy changed, living in government housing became increasingly stigmatised.[119]

In 1975, Richmond Fellowship received approval to establish hallway houses in the area for people struggling with addition or mental health issues. By the 1980s, several hostels and refuges operated in the district. This included Nardine Wimmins Refuge, Western Australia's first women's refuge (for women and children fleeing family violence), which relocated from a northern suburbs site. Other service organisations included Carlisle Food Centre, Anglicare youth house, Victoria Park Youth Accommodation Centre, Victoria Park Youth and Community Arts Group, Outreach Learning Centre and Sussex Street Centre, the latter linked to Curtin University's social work training. Government service agencies such as Job Seeker program and Youth Employment Service also set up in the area.[120]

The rise of youth culture saw several organisations form in the district to cater for young people, including a Police & Citizens Youth Club (PCYC), Young Men's Christian Association (YMCA), Victoria Park Hockey Club, swimming clubs and church youth groups. Prisons to house young people from across the State also opened in the district. Longmore Remand Centre (1965) was for boys and Perth Girls Treatment Centre (1969), later Nyandi, catered for girls.[121]

Between 1965 and 1974, houses in several areas of the town were demolished and replaced with groups of multistorey blocks of flats. The new flats significantly increased the density of the area. Near Lathlain train station, two adjacent ten-storey complexes were built in Hampton Street ('Panorama'), along with the eight-storey 'Parkview

113 Hunter & Morling, *Timeline*, p.32

114 *National Archives of Australia (website),* 'National Archives to open new research centre in Perth's cultural precinct' (media release), 21 December 2018, https://www.naa.gov.au/about-us/media-and-publications/media-releases/national-archives-open-new-research-centre-perths-cultural-precinct

115 Aerial photographs 1965–1977; Crime Stoppers (website), 'Cold Cases – Homicide – Barbara Anne Western – Victoria Park WA', https://www.crimestopperswa.com.au/open-cases/homicide-barbara-anne-western-victoria-park-wa/

116 Thompson, *Beyond Matta Gerup*, p.170

117 Aerial photographs, 1985–2000

118 Thompson, *Beyond Matta Gerup*, pp.170–171, 186

119 Menck, *Housing,* pp.172–173

120 Thompson, *Beyond Matta Gerup*, pp.174–175, 182–184

121 Thompson, *Beyond Matta Gerup*, pp.172–173

Apartments' across the railway and several two- or three-storey groups of walk-up flats. Along Hubert Street most of the 1960s-1970s flats were two- or three-storey walk-up flats, many built by the SHC. The earliest (c.1964) remains extant at 4 Dane Street (now a corner with Terminus Lane).

In the vicinity of Hawthorne Park, the first flats appear to have been the three-and four-storey group at the north corner of King George and Gloucester Streets (c.1964). Six, seven and ten storey complexes followed nearby. This includes three seven storey buildings (Berwick, Victoria and Leonard Heights) which appear to have been built to similar plans.[122] Although this was a period when the state government was exploring high rise for government housing, records of the SHC do not indicate these were built for that agency.[123] Further research may identify whether they were migrant flats (a separate government program). A three-storey migrant hostel was built in Carlisle in 1968 (corner Bishopsgate and Mercury Streets), which remains extant.[124] Flats are often home to migrants, by choice or necessity, leading to the areas of flats (especially around Hawthorne Park) being particularly ethnically diverse to the present.

The State Member for Victoria Park from 1961 to 1986, Ron Davies, was Opposition Leader from 1978 to 1981. He was awarded a Member of the Order of Australia in 1990 in recognition of his parliamentary and community service.[125]

When Burswood Casino opened, it was the only location in Western Australia where electronic poker machines ('pokies') were permitted. Western Australia remains (2020) the only state where pokies are restricted to the casino, a move social service groups acclaim as a public health initiative reducing gambling addiction.[126]

Victoria Park and East Victoria Park Catholic schools amalgamated in 1990 to form Ursula Frayne College. The new school was co-educational and catered for kindergarten to year twelve. From 1991, the Victoria Park site (formerly St Joachims and Our Lady of Mercy College) became the secondary campus while the East Victoria Park school (formerly Our Lady Help of Christians Primary School and St Francis Xavier College) was the primary campus.[127]

A Montessori playgroup opened in Victoria Park in 1980, evolving into Perth Montessori School in 1982 (renamed Perth Individual in 2017). By the 1990s it included high school.[128]

An independent Christian primary school opened in 1982 (Regent College), linked to a new non-denominational church that at the time rented premises in Belmont. The church moved to its own building in Burswood in 1985, taking the name Rhema, later changed to Riverview Church. By the 1990s it had one of the largest Sunday attendances of any church in the Metropolitan area.[129]

Rotary opened a residential boarding college adjacent to Kent Street High School in 1991. It caters for country students wishing to attend metropolitan government high schools. Most students attend Kent Street or Como High Schools.[130]

122 Aerial photographs, 1963–1979; Google streetview, 2007–2019

123 Menck, *Housing*, pp.180–188

124 Legislative Assembly, *Parliamentary Debates (Hansard),* Government Printer, 31 October 1968, p.2444

125 Parliament of Western Australia (website), 'Members Biographical Register – Ronald Davies', https://www.parliament.wa.gov.au/parliament/library/MPHistoricalData.nsf/(Lookup)/6BF19F8E42F15DD4482577E50028A5AB?OpenDocument

126 WA Council of Social Services (website), 'No pokies in WA, State Government gambling with public health' (media release), 5 August 2019, https://wacoss.org.au/news/no-pokies-wa-state-government-gambling-public-health/

127 Ursula Frayne Catholic College (website), 'Heritage', https://www.ufcc.wa.edu.au/heritage/

128 Perth Individual (website), 'Our History', https://www.pi.wa.edu.au/history/

129 Riverview Church (website), 'Our Story', https://www.riverviewchurch.com.au/about/; Regent College (website), 'The Story Behind Regent College', https://www.regentcollege.wa.edu.au/

130 Rotary Residential College (website), http://www.rotaryresidentialcollege.com.au/

From the 1990s, energy efficiency was gradually taken into account in housing design. The SHC constructed aged persons housing at the corner of Geddes and Horden Streets in 1991 that was noted as an early effort to construct government housing to take into account solar passive principles.[131]

Work commenced in 1986 to convert Perth's suburban railways to electric trains. The electric rail on the Armadale line opened in 1991.[132]

**Period 1993 – 1998 The Town of Victoria Park: Future Directions?**

*Controversy and uncertainty, even some bitterness, surrounded the move to divide the City of Perth into four local government regions. This was outlined in the City of Perth Restructuring Act of 1993. The process of change was not without problems. When the Town was first created on July 1 1994 it was called the Town of Shepperton. However, this name was not popular and the more acceptable Town of Victoria Park was used from November 1994. The Town Planning Scheme has been reviewed since the formation of the Town of Victoria Park.*

*Despite the inevitable period of confusion during the change of jurisdiction, development of the Victoria Park district continues. One of the early tasks taken on by the new Town was the Eastern Gateway Project. This was a beautification and upgrading project along Great Eastern Highway from the Causeway to just past the Burswood Casino. New development, both residential and commercial, is also being considered by the planning department using advice and proposals put forward by townscape committees and studies such as the Albany Highway Study.*
*The Albany Highway Study aptly describes the influence the Albany Highway has had over the years.*

*The section of Albany Highway and environs between the Causeway and Welshpool Road has a long history of commercial development. The function of the road as the principal land link between Perth and Albany led to the early establishment of shops and other business seeking exposure to passing traffic, and the contribution of this process over time has created an almost unbroken 'ribbon' of commercial land use straddling the highway.*

*Modern influences on this strip of commercial land use is reflected in the many cafes, restaurants, hotels and nightclubs established in the 1990s. It is estimated that these businesses have up to 3,000 people in their employ. The old Balmoral Hotel is still operating by under a new name – Babylon (1999).*

*One of the early tasks to be tackled by the Planning Department of the Town of Victoria Park was the preparation of the Municipal Heritage Inventory. This began with an open public heritage celebration in 1996. At this meeting approximately 100 people were consulted on their views of what has heritage value in the Town of Victoria Park.*

*There are a number of places already recognised for their heritage value. In 1995 the Victoria Park Primary School and Post Office were placed on the State Heritage Register. In 1993 the Burswood Parks Heritage Trail was established with land marks such as sculptures of prominent WA historical figures, and a man made lake. The lake is named 'Citizen of the Year Lake' with a WA citizen named each year in June.*

*Some of the citizens honoured since its inception are Elizabeth Jolley (author), Jonathon Sanders (yachtsman) and Rita Patching.*

*Rita Patching, was a community worker for the Association for the Blind which was first established in Victoria Park in 1914. The Burswood Heritage*

131 Menck, *Housing,* pp.231, 282–283
132 Menck, *Bridges,* pp.143–144

*Trail was recognised in 1995 when the Park was awarded a David Brand Tourism Award. This Park, unlike others in the Town of Victoria Park, is maintained by the Burswood Casino. Close to the Casino is the Swan Portland Cement Company. Since its beginning in 1921 it has grown 40% of all Australia's cement needs. Raphael Park is the centre of another area recognised for its heritage value. The park has on its boundary many mature Moreton Bay fig trees planted when the land was generously donated to the district by Mr Raphael. The streets surrounding the park have a number of homes reflecting an age of architecture gone by. The Moreton Bay fig trees around Raphael Park and Memorial Gardens are representative of the trees that are on the new Town of Victoria Park emblem. From July 1994 until June 1995 under the reins of new Mayor, Mick Lee, the town of Victoria Park first worked out of the City of Perth offices, then temporary offices in Barrack Street while the new Administration building was being prepared. Though not purpose built, the Town of Victoria Park offices were totally fitted for the new town. This included the re-landscaping of Memorial Park and surrounding gardens. The outstanding stature of the Eucalyptus tree in the grounds of the offices has been carefully retained and its value recognised by being nominated for inclusion on the Municipal Heritage Inventory.*

**1993 – 1998 (2020 Update)**

The Swan Portland Cement site was reclaimed at the end of the twentieth century. The buildings were entirely removed during 2000 and the site re-levelled. Environmental restoration followed, to remove industrial pollutants, making it unlikely any archaeological evidence remains.[133]

While Burswood Park is funded by Crown Perth, it is managed and maintained by the Burswood Park Board,

133 Thompson, *Beyond Matta Gerup*, p.147; Aerial photographs, 1995, 2000 & 2001

a statutory authority of the Government of Western Australia, through the Casino (Burswood Island) Agreement Act 1985.[134]

The Balmoral Hotel, which was trading as Babylon Hotel in 1999, had by 2007 been renovated and returned to its earlier name, Balmoral.[135]

There are now nine places within the Town of Victoria Park entered into the State Register of Heritage Places.[136]

**1990s – 2020**

In the three decades after 1990, Victoria Park transitioned from a predominantly working class district with high unemployment to an increasingly gentrified white collar neighbourhood with average unemployment figures.[137]

At the beginning of the 1990s, 20% of Victoria Park residents spoke a language other than English and 20% had been born in a non-English speaking country. Aboriginal people made up 1.6% of the population. A majority of the municipality's residents were low income earners. Many, particularly in East Victoria Park, lived in government rental housing. Over subsequent decades, the ethnic diversity of the area increased significantly. Residents of European origin declined in number compared with those from Asian backgrounds, partly influenced by the number of international students living in the area to study at Curtin University.[138]

The 1955 Stephenson-Hepburn Plan proposed a highway along the north side of central Perth, crossing the Swan River to Burswood Peninsular. Land was set aside in the 1960s. Preliminary site works for the required bridge began at Burswood in the 1980s, stabilising a section of swampy ground. The route was then moved further north, with the original location redeveloped in the latter 1990s as the State Tennis Centre and Burswood Golf Course clubrooms. Highway plans were remodelled to put the road underground through Northbridge. The route became Graham Farmer Freeway and opened in April 2000. Orrong Road was also significantly upgraded to become a major metropolitan artery as part of the overall project.[139]

The freeway works largely obscured remaining evidence of the 1831 Burswood Canal, although some drainage channels between Burswood parklands and new residential development follow the same route as the canal. In 2005, an artwork by Philippa O'Brien was erected near the northern outlet of the canal (Balbuk Way) to commemorate the colonial structure.[140]

The East Victoria Park post office relocated into the Park Centre shopping complex in 1995.[141] The former post office building was repurposed for the Christian Centre for Social Action. This resource and drop-in centre for the homeless and low-income population of the district was operated by local residents Peter and Marya Stewart for twenty years, closing in 2016.[142]

In 1997, a new RSL and Community Centre opened at Playfield Park, East Victoria Park. It expanded recognition of locals who had served in Australia's wars, include Korea and Vietnam, and acknowledged the military service of women.[143]

Albany Highway declined as a shopping area through the latter 1970s and early 1980s. After

134 Farley, M. (2020)Communications and Events Officer, Burswood Park Board, email to Town of Victoria Park, 20 May.

135 Google streetview, 2007; Clare Menck, recollections

136 Heritage Council WA (website), *InHerit (database)*

137 Thompson, *Beyond Matta Gerup*, p.216

Note: Thompson's 2012 work reports Victoria Park as having below average unemployment, but 2016 census figures list 8.6% of the population as unemployed, compared with a state average of 7.8% and a national average of 6.9%. This census was taken in the slump following drops in iron ore prices c.2014–2015.

138 Thompson, *Beyond Matta Gerup*, pp.206–207, 222–223

139 Menck, *Bridges*, pp.146–148

140 Hunter & Morling, *Timeline*, p.40

141 Hunter & Morling, *Timeline*, p.36

142 Clare Menck, personal correspondence with Peter & Marya Stewart, 2001–2017

143 Thompson, *Beyond Matta Gerup*, p.224

efforts to revitalise the area in the 1980s, a 1990s campaign emphasised the cosmopolitan character of retail strip. By the 2000s, Albany Highway was once again a thriving shopping area.[144]

Through the 2000s, Albany Highway transitioned from an emphasis on local retail towards a more regional recreation and entertainment focus. Restaurants from a much wider range of cultures opened (including Vietnamese, Thai, Nepalese, Indian, Malaysian, Korean, Indonesian, Japanese, Chinese, Cambodian, Eritrean, Lebanese, Mexican and Italian).

Businesses including hardware, bicycles and video rental stores closed or moved away. McGhees' Newsagency, operated by Rod McGhee for over 40 years, closed in 2017 and was converted into a café. Seedier offerings such as sex-shops and Madison Avenue brothel (operating for over 40 years) also moved on.[145] Changes to liquor licensing laws in 2006 encouraged more small bars. Liquor licensing was again relaxed in 2018, making it easier for licensed premises to become established.[146] Victoria Park implemented changes from 2007, trialling allowing alcohol in alfresco areas of cafes without ordering a meal.[147] From 2009, the speed limit along Albany Highway was reduced to 40km/hr.[148] In 2010, Victoria Park was designated a tourist precinct, thus allowing Sunday retail trading.[149]

144 Thompson, *Beyond Matta Gerup*, pp.204–205

145 Hobby, Nathan, 'Closing down: a walk along Albany Highway', *Nathan Hobby: A Biography in Perth (blog),* 5 May 2017, https://nathanhobby.com/2017/03/05/closing-down-a-walk-along-albany-highway/; Clare Menck, recollections, 2020

146 McGowan, Mark, 'Liquor reform legislation introduced to State Parliament' (media release), *Government of Western Australia (website),* 20 September 2006, https://www.mediastatements.wa.gov.au/Pages/Carpenter/2006/09/Liquor-reform-legislation-introduced-to-State-Parliament.aspx; Mossenson, Dan, 'The introduction of the small bar licence', *Lavan (website),* 6 November 2009, https://www.lavan.com.au/advice/liquor_licensing_hospitality_and_events/the-introduction-of-the-small-bar-licence; Small Business Development Corporation (website), 'New liquor laws benefit WA small business' (blog post), 16 August 2018, https://www.smallbusiness.wa.gov.au/blog/new-liquor-laws-benefit-wa-small-business

147 Hunter & Morling, *Timeline*, p.41

148 Thomas, Beatrice, 'Speed cuts at shops may be expanded', *West Australian (online),* 16 February 2011, https://thewest.com.au/news/wa/speed-cuts-at-shops-may-be-expanded-ng-ya-180579

149 Hunter & Morling, *Timeline*, p.42

Through the 2010s, construction of multi-storey apartment complexes along the highway was encouraged, generally built with commercial tenants at the ground floor.

The SHC began redeveloping its housing estates in the latter 1990s. East Victoria Park, St James and Bentley were among the areas targeted, commencing with East Victoria Park in 1999. Pockets of 1950s housing were demolished and either rebuilt at higher densities or sold as rezoned vacant lots. In the 2000s, SHC aimed to reduce the concentration of government housing in its former estates to no more than 11%. By 2014, East Victoria Park and Carlisle had been reduced below this target. Bentley and St James were still above the target but had considerably less government ownership than during their peak as SHC estates.[150]

Council developed a range of community development initiatives from the 1990s to the 2010s, including festivals, displays, competitions and concerts. Efforts were also made to improve liveability through streetscape upgrades, public art, underground power (still not a reality for the entire municipality in 2020) and improvements to recreation facilities. Friends of Kensington Bushland formed in the latter 1990s to ensure the Bush Forever Protection Area was cared for.[151] Victoria Park Men's Shed opened in Kensington in 2013.[152]

Victoria Park police station closed in 2003 and the police relocated to Kensington. Fire services had already moved to Kensington in 1973.[153]

A study in 2000 that suggested closing or relocating Somerset Pool was greeted with community protest. Instead, a remodelled pool complex and gym opened in 2006.[154] The original 1966 pool was demolished (2004) but the c.1970 Olympic pool was retained.[155]

The plywood factory on the south side of the

150 Menck, *Housing,* pp.272, 276, 284; Hunter & Morling, *Timeline*, p.37

151 Thompson, *Beyond Matta Gerup*, pp.220–224

152 Hunter & Morling, *Timeline*, p.44

153 Hunter & Morling, *Timeline*, pp.32, 39

154 Thompson, *Beyond Matta Gerup*, pp.211–212

155 Aerial photographs, 1965, 1974, 2003, 2004, 2005, 2006

railway opposite Lathlain Station (north of Miller Street) was demolished in the late 1990s. It was the last substantial factory within the residential areas of the suburb. In 2004, the land was redeveloped as R80 residential land, with over 50 lots in the 2.5ha site. Work began on the first houses in 2005. In under two years, residences were under construction or completed on more than half the lots, with the development referred to as Sunbury Park.[156]

The former Mofflyn site was also cleared in the latter 1990s and redeveloped as Victoria Heights housing estate. A small pocket of mature trees associated with the former institution was retained within a central park. An avenue of trees that had formerly been alongside the entrance drive from Sussex Street was retained as part of a pedestrian walkway.[157]

Lathlain Station was demolished in 2003 at the same time that the nearby factory site was being planned for redevelopment. The adjacent Miller Street level crossing was converted into a road-over-rail bridge in 2004.[158]

Residential zoning changes encouraged increasing urban infill from the 1990s. In much of the Town this mean battle-axe subdivision, such that streetscapes were not always significantly changed. In Carlisle, zoning encouraged demolition and replacement with three dwellings, leading to many of the original houses being replaced.[159]

The Heritage Circle, a sculptural representation of phases of the district's history, opened in G.O. Edwards Park in 2005. It was part of an increasing interest in local history, supported from 1997 by a Local Studies Librarian at Victoria Park library.[160]

Most of the buildings at the Blind Association were demolished in 2005, except for a 1970s building. A new complex was built for the renamed VisAbility. Soon after its completion, the adjacent Victoria Park train station was redeveloped, opening in 2008 on a site slightly south of its earlier location (nearer to the former Lathlain station site).[161]

Nyandi and Longmore Detention centres closed in 1997 and 1998 respectively. Despite protests from the local community, the combined site was remodelled to open in 2004 as Boronia Pre-release Centre for Women. It no longer had a maximum security section. Women lived with their children in domestic-style accommodation and were employed in work placements outside the prison to prepare them for re-entry into the community.[162]

Holy Name School in 2010 amalgamated with Notre Dame Primary School in Cloverdale. From 2011, the Carlisle campus closed.[163] However, it reopened as a childcare centre in 2012, also run by Catholic Education Office.[164] From 2008, Carson Street School included the first child care centre in Western Australia dedicated to autistic children.[165]

The State government in the 2000s looked at amalgamating some local government areas to reduce the total number of municipalities. A 2007 report recommended Victoria Park merge with

156 Thompson, *Beyond Matta Gerup*, p.213; Aerial photographs 1995–2010; The Civil Group (website), 'Case Study 2 – Sunbury Park', http://www.civilgroup.com.au/projects/case-study-2-sunbury-park/

157 Aerial photographs, 1953–2020

158 Aerial photographs, 2000–2005

159 Aerial photographs, 1953–2020

160 Thompson, *Beyond Matta Gerup*, pp.225–227

161 Aerial photographs, 1971, 1977, 2003–2008

162 Thompson, *Beyond Matta Gerup*, pp.173, 216–217

163 Notre Dame Catholic Primary School (website), 'School History', https://www.nds.wa.edu.au/school-history/

164 Holy Name Early Learning & Childcare (website), 'History of Holy Name', https://www.holynameelcc.com/copy-of-about-us

165 Hunter & Morling, *Timeline*, p.42

Belmont and South Perth. Despite opposition locally, the government pushed ahead with merger plans, although Belmont was dropped from the mix and a portion of the City of Canning added. In 2014, City of South Park was endorsed by South Perth as the proposed name for the new area. However, a 2015 referendum on the proposed amalgamation returned a strong no vote.[166] The State government subsequently abandoned its plans to forcibly amalgamate councils.[167]

Council voted in 2012 to change the name of the municipality from Town to City of Victoria Park.[168] However, a poll of electors in 2019 found two thirds of those who responded were not in favour of the change. The name Town of Victoria Park has been retained.[169]

Red Castle Hotel (1960s) was demolished in 2014. Its c.1970 high-rise portion had been damaged by fire in 2012. The site was redeveloped as apartments, completed in 2017. The iconic 'red castle' tower (lift well?) from the c.1970 building was retained as a free-standing courtyard feature within the apartment complex.[170]

Green Swing, an award-winning sustainable housing complex, was developed near the Victoria Park train station in 2012. The same team of private eco-investors built a second complex of apartments and townhouses nearby in 2015, which also received acclaim for their sustainable design.[171]

The former Archer Gardens cinema, which had long been converted into shops and was most recently Carlisle IGA, was demolished in 2018 and replaced the following year with a service station and convenience store.[172]

Lathlain Park Master Plan was approved in 2011. Works began in 2014 to upgrade Lathlain Place, replace community facilities and revamp the playground. In 2018, the former Lathlain Kindergarten, which had temporarily housed some community facilities during the works at Lathlain Place, was demolished. It was replaced with transportable classrooms. Victoria Park Primary School subsequently used the site for its early childhood area, as the school population had outgrown its 1890s site.[173] Construction began in 2020 on a major upgrade at Victoria Park Primary School, building a multistorey classroom block above the carpark in order to bring all students back on site. Works are expected to be completed in the first half of 2021.[174]

166 Hunter & Morling, *Timeline*, pp.41, 44;

167 Foster, Brandan & Riddell, Alex, 'Council mergers scrapped after ratepayers polls', *WA Today (online),* 8 February 2015, https://www.wa-today.com.au/national/western-australia/council-mergers-scrapped-after-ratepay-ers-polls-20150208-138wsz.html

168 Hunter & Morling, *Timeline*, p.43

169 Town of Victoria Park (website), 'Town welcomes new Mayor and Councillors' (media release), 19 October 2019, https://www.victoriapark.wa.gov.au/News-stories/Town-welcomes-new-Mayor-and-Councillors

170 Aerial photographs, 1953–2020; Clare Menck, recollections

171 The Green Swing (website), http://thegreenswing.net/; aerial photographs 2010–2016

172 Aerial photographs, 2017–2019; AMMPT (website), 'Cadoux to Currambine'

173 Hunter & Morling, *Timeline*, pp.43–45; Aerial photographs 2010–2020; Clare Menck, recollections; Victoria Park Primary School (website), 'New Build', http://vicparkps.wa.edu.au/our-school/new-build/

174 Victoria Park Primary School (website), 'New Build', http://

In 2016, works commenced to redevelop Lathlain Oval as the West Coast Eagles training ground, to be shared with the Perth Demons WAFL club. Redevelopment included constructing a second oval and a large club rooms and function centre. The original 1950s grandstand was also retained. Works were completed in 2019, at which time neighbouring former bowling club site was remodelled along with Tom Roberts Park as a multi-purpose playground and recreation area.[175]

The 2000s brought substantial change to Burswood Peninsular. Mirvac Fini developed a residential estate on the former Portland Cement site, commencing in 2004. The high-density development included several high-rise apartment towers of up to 20 storeys, along with double-storey free-standing residences and a mix of townhouses and apartments. Further high density residential development has taken place between the railway and Graham Farmer Freeway and is proposed for the north end of the peninsular, around Belmont Park Racecourse. After it was announced in 2011 that a new 60,000-seat sports stadium would be built at Burswood, redevelopment plans for the whole area were prepared. The latter-1980s Burswood Dome was demolished in 2013. Burswood Park golf course closed the same year. Work began on constructing the Stadium late in 2014, intended as a world-class venue for all codes of football, cricket, athletics, concerts and special events. It opened in 2018, together with a striking pedestrian bridge to East Perth (Matagarup Bridge). A new railway station was constructed to serve the facility. The foreshore was extensively landscaped and children's play areas developed. A landing for rivercraft was included in the redevelopment. The 1980s Golf clubrooms were retained and remodelled as part of a bar and restaurant (currently The Camfield, referencing the earliest European residents of Burswood).[176]

Technology Park has continued to expand since the MHI was prepared. Thompson's 2012 history noted over 100 tenants, including CSIRO, Department of Agriculture, Department of Environment and Conservation, and Australian Resources Research Centre (ARRC).[177] In 2009, Pawsey Supercomputing Centre, a petascale data processing facility (originally called iVEC), was established within ARRC. In 2020, it is one of only two facilities of its kind in Australia.[178] The website for Technology Park currently states it is home to 'over 100 organisations representing industry, research and development, academia, government and support services'.[179]

The State Government electorate of Victoria Park has in the 2000s been held by members who rose to prominence. Geoff Gallop, local member from 1986, served as premier from 2001 to 2006.[180] Ben Wyatt, who replaced him as local member in 2006, became Australia's first Indigenous Australian Treasurer when he was appointed State Treasurer in 2017.[181] At a Federal level, Victoria Park is within the electorate of Swan. It was held from 1980 to 1996 by prominent Labor politician Kim Beazley, including when he was Deputy Prime Minister (1995–1996). Beazley moved to the safer seat of Brand from 1996, where he served as Leader of the Opposition (1996–2001, 2005–2006) before retiring from parliament in 2007. He has been the WA State Governor since 2018.[182]

vicparkps.wa.edu.au/our-school/new-build/

175 Aerial photographs, 1953–2020; Clare Menck, recollections

176 Hunter & Morling, *Timeline*, pp.43–45; Google streetview; WA Planning Commission, *Burswod Peninsular District Structure Plan,* WAPC, Perth, 2015, pp.26–31; Menck, *Thematic History of WA,* Section 2.7.2 – Sport; Prestipino, Daniel, 'Burswood Park Golf Course closure leaves 80,000 in the rough', *Perth Now (online),* 16 April 2013, https://www.perthnow.com.au/news/nsw/burswood-park-golf-course-closure-leaves-80000-in-the-rough-ng-69402161a8b4db0ff918581ac7983f1f

177 Thompson, *Beyond Matta Gerup*, p.189

178 Pawsey Supercomputing Centre (website), 'About Pawsey', https://pawsey.org.au/about-us/about-pawsey/

179 Technology Park Bentley WA (website), 'Location', https://techparkwa.com.au/about/location/

180 Thompson, *Beyond Matta Gerup*, p.182

181 WA Government (website), 'Hon Ben Wyatt LLB MSc MLA', https://www.wa.gov.au/government/people/ben-wyatt

182 Government House Western Australia (website), 'The Hon-ourable Kim Beazley AC, Governor of Western Australia', https://govhouse.wa.gov.au/about-the-governor/; Parliament of Australia (website), 'Hon Kim Beazley MP', https://www.aph.gov.au/Senators_and_Members/Parliamentarian?MPID=PE4

In 2019, Karen Vernon was elected mayor. She is the first woman to serve as mayor for the district. In 2020, the Council is comprised of seven women (including the mayor) and two men.[183] This is currently the highest proportion of women on any local government in Western Australia.[184]

Kent Street, the only government high school in Victoria Park, currently offers specialist programs in Aviation (since 1979), cricket (1988), fashion design (1991) and CoRE science (2005).[185] Canning College, which opened in 1982 in the former Bentley High School campus, is an independent government school (senior campus) which from 2019 moved to accepting only fee-paying international students.[186]

In 2020, Victoria Park was impacted by the COVID-19 pandemic. National news articles in March 2020, when Western Australia implemented a shut-down to restrict infection, were illustrated with images of people queuing to register for unemployment benefits at Victoria Park Centrelink. Hospitality was one of the sectors hardest hit by the shut-down. Prior to COVID-19, Victoria Park recorded almost twice the state average of people employed in cafes and restaurants, many of whom lost their jobs overnight. The Town's community facilities, including library and recreation centres, also closed, and community events were cancelled. However, as the initial shut-down was successful in preventing community spread of the virus, within two months most businesses were able to reopen, with some restrictions on patron numbers.[187]

At the most recent census, in 2016, Victoria Park had a population of 34,990, living in 16,913 residences. The population had increased by around 33% in the preceding twenty years (from 26,405 in 1996), reflecting the increasing housing density in the Town. Over 45% of dwellings in 2016 were not free-standing residences (eg townhouses, semi-detached, apartments) – more than double the average for Western Australia. Almost half the Victoria Park population was born outside Australia, significantly more than the Western Australian average. The five most common countries of origin were England (5.7%), India (3.7%), New Zealand (2.5%), China (2.6%) and Malaysia (2.1%). These

183 Town of Victoria Park (website), 'Your Councillors', https://www.victoriapark.wa.gov.au/About-Council/Who-are-we/Your-Councillors0

184 City of Bayswater (website), 'Elected Members', https://www.bayswater.wa.gov.au/city-and-council/council/elected-members; Fraser, Stuart, Department of Local Government, Sport & Cultural Industries, gender statistics for local governments, email to Clare Menck, 23 October 2020

185 Thompson, *Beyond Matta Gerup*, p.189; Kent Street Senior High School (website), https://www.kentstreetshs.wa.edu.au/

186 Canning College (website),

187 Perpitch, Nicolas, 'Coronavirus shutdowns force businesses to close, thousands left unemployed and accessing Centrelink', *ABC News (online),* 23 March 2020, https://www.abc.net.au/news/2020-03-23/coronavirus-shutdowns-force-thousands-onto-centrelink/12082468; WA Government (website), 'COVID-19 coronavirus: WA roadmap', https://www.wa.gov.au/organisation/department-of-the-premier-and-cabinet/covid-19-coronavirus-wa-road-map; Australian Bureau of Statistics (website), '2016 Census QuickStats – Victoria Park (T)', https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/LGA58510?opendocument#cultural

were significantly higher percentages from Asian countries than the state average. A non-English language was spoken in 28% of households, with the levels of Chinese languages (eg Mandarin, Cantonese) more than double state averages. Aboriginal people made up 1.5% of the Town's population.[188]

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# 4 THEMATIC FRAMEWORK

The Heritage Council of Western Australia's 'Heritage Themes' have been used as a basis to develop the following list of themes relevant to the Town of Victoria Park.

**Why and How People Settled**
Aboriginal occupation
Immigration & Intercultural interaction
Land allocation and subdivision
Exploration & surveying
Workers
Settlements
Government policy

**Transport & Communications**
River transport
Rail transport
Road transport
Mail services
Telecommunications

**Occupations**
Rural land use
Timber industry
Fishing & maritime occupations
Domestic activities
Intellectual activities
Commerce
Technological change
Manufacturing & processing
Hospitality & tourism

**Social & Civic Activities**
Government & politics
Education & science
Law & order
Health
Community services & utilities
Sport, recreation & entertainment
Religion
Cultural activities
Community groups & mutual aid
Institutions
Environmental awareness

**Outside Influences**
World Wars and other wars
Natural disasters
Depression & boom
Infrastructure

**People**
Aboriginal people
Early settlers
Women
Local heroes

These themes have been used on the following page to analyse the history of Victoria Park. This matrix is based on the historical overview narrative presented in this report. Additional information regarding Noongar society pre-colonisation is based on: Menck, Clare, A Thematic History of Western Australia, prepared for the Heritage Council of WA, June 2018

| THEMES | Pre-colonisation | 1829–1880s | 1890s-1904 | 1905–1939 | 1940s-1960s | 1970s-1980s | 1990s-2020 |
|---|---|---|---|---|---|---|---|
| WHY AND HOW PEOPLE SETTLED | | | | | | | |
| Aboriginal Occupation | Beeloo group of the Whadjuk Noongar people traditional custodians for the land | Colonists conflict with Noongar landholders | Welshpool Reserve (Maamba) runs 1901-1911, gathering Noongar people from across the Metropolitan region (often by force) | Few Aboriginal people remembered in the district; many forcibly removed to West Guildford or Moore River under 1905 Aborigines Act provisions<br>Dulhi Gunyah Aboriginal children's home operates 1911–1916 | | Aboriginal families again recorded living in the district, enrolling at local schools | 1.5% of Vic Park is Aboriginal people (2016 census) |
| Immigration & intercultural interaction | Much interaction between Whadjuk groups, especially centred along Derbarl Yerrigan, which is significant to all Whadjuk people | Colonists arrive from 1829, but few settle in the district | Residential subdivisions attract new population to the district, including many who migrated to WA for the gold boom | Population increases from 1,500 to5,000 from 1906 to 1917. Tram, rail & road links, and inexpensive land, encourage residential development<br>Interwar migrants include some European families – Isaia family become well-known locals | Post-WWII European migrants settle in the district<br>Carlisle Migrant flats open 1968 | Sufficient ethnic diversity to support a range of restaurants eg Chinese, German<br>Australian-Italian Association opens community centre (latter 1960s)<br>St Joachims begins Italian language mass (1976) | Curtin Uni increasingly attracts international students<br>Ethnic diversity increases, especially residents of Asian origin<br>Diversity of restaurants increases, especially an increasing range of Asian foods |
| Land allocation & subdivision | Noongar people belong to the land and are custodians of it | Large land grants to colonists: Butler, Camfield, Bickley, Stone, MacDermot | Large early grants subdivided for residential land – Victoria Park the main settlement, others such as Bickford (Carlisle) subdivided but mostly not taken up<br>Suburbs designed with laneways for night soil collection | Victoria Park population grows significantly, especially Victoria Park (suburb), East Victoria Park between Berwick Street and railway, Carlisle | | Residential areas rezoned to allow higher density apartments/ flats<br>Residential blocks given 'battle-axe' subdivision to allow second residence in former rear yards (1980s) | Residential zoning changes encourage higher density developments/ urban infill<br>Sunbury Park zoned R80 |
| Exploration & Surveying | William de Vlamingh visits in 1697 (Dutch); Nicolas Baudin visits in 1801 (French); James Stirling visits in 1827 (English) and recommends colonisation | District surveyed as large grants suitable for rural holdings | | | | | |
| Workers | Noongar people engage in communal subsistence lifestyle without employment relationships | Convicts camp in district while on public works assignments | District develops as a working class suburb | Tram and train links encourage commuters to settle in the district<br>Many employed in local industry<br>Many unemployed men engaged on government sustenance works, away from the district | Many 1950s homes erected as owner-builder projects<br>State Sawmills and Cullity's plywood major local employers<br>Proximity to Welshpool industrial area attracts workers' housing | High unemployment in the district | Increasingly a commuter area with few residents working within the Town, especially after the last factories close<br>Development of café strip sees increasing numbers employed in hospitality |

| THEMES | Pre-colonisation | 1829–1880s | 1890s-1904 | 1905–1939 | 1940s-1960s | 1970s-1980s | 1990s-2020 |
|---|---|---|---|---|---|---|---|
| Settlements | Known camping areas associated with Derbarl Yerrigan and Djarlgarra (rivers) | Natural spring determines watering place for horses | Railway encourages residential development | Tramway encourages residential development for commuters to the city<br>Bickford becomes Carlisle (1919); Burswood becomes Rivervale (1923)<br>Low-cost housing available through government schemes encourages residential development<br>Development slows 1930s during Depression | State Housing Commission estates open at Millen (East Victoria Park), expanding into Bentley & St James through 1950s/ 1960s.<br>Lathlain developed 1950s; Carlisle also expands<br>St James recognised as separate postal district (1957) | Lathlain officially gazetted (1981) | Portion of Rivervale re-named Burswood (1993)<br>Former plywood factory site redeveloped as Sunbury Park<br>Mofflyn site redeveloped as Victoria Heights<br>Portland Cement site redeveloped as high density residential, including apartment towers up to 20 storeys |
| Government Policy | | Convict influence on WA | Government supports suburban development in response to gold boom population increase | Government housing programs from 1912, especially war service housing after WWI | Post-WWII government housing programs to address national housing crisis underpin much residential development in Vic Park | Government housing moves from assisting working families to being welfare for those unable to earn an income; character of government housing estates changes<br>State government planning policies begin to promote urban infill | SHC redevelops housing estates, reduces concentration of government rental housing, increases residential densities |
| Transport & Communications | | | | | | | |
| River transport | Noongar people do not develop river transport | Noongar people do not develop river transport | | | | | Stadium redevelopment of waterfront includes new landing place for rivercraft |
| Rail transport | | | Railway opens 1893 with station at Burswood. Vic Park & Welshpool added 1898. Racecourse station at Burswood c.1905 | Tram opens 1905, to Mint St, later to Patricia St<br>Siding built for Haydon's factory 1909, becomes East Vic Park (1912) then Carlisle (1919) station<br>Replacement Bunbury Railway Bridge (1932) | Tram extended 1943 to Welshpool to service munitions factory<br>Oats St and Lathlain stations open 1950s<br>Level crossing at Great Eastern Highway replaced by rail overbridge (1968) | | Electrification of the railway completed 1991<br>Lathlain station demolished 2003; Victoria Park station redeveloped on new site (towards former Lathlain site) 2008<br>Stadium station constructed, opens 2018 (special events) |

| THEMES | Pre-colonisation | 1829–1880s | 1890s-1904 | 1905–1939 | 1940s-1960s | 1970s-1980s | 1990s-2020 |
|---|---|---|---|---|---|---|---|
| Road transport | Noongar transport largely pedestrian, following known routes cleared by repeat use | Albany Road shapes settlement patterns from 1840s, with houses and shops near coach stops<br>Albany Road difficult to traverse until convicts build timber surface through 1860s<br>Causeway bridges from 1841, replaced 1867<br>Main Perth-Fremantle rou te south of river until mid-1860s;<br>Perth-Guildford track also south of the river | Road transport comprises horse drawn carts, drays, coaches, buses; bicycles; many pedestrians<br>Causeway replaced 1898; lit by hurricane lamps<br>1903 Copley & Co bus service commences but closes soon after<br>Albany Road a plank road, often boggy | Bitumen roads expand through area in interwar years<br>Carlisle bus service commences 1922<br>Motor garages established to serve growing number of cars: Wood Service Station, followed by Three Way Service Station<br>Electric lamps on Causeway from 1916; Causeway widened and strengthened | New Causeway opens 1952; does not include tramway – tram service ceases<br>Carlisle Bus Company amalgamated with MTT 1958<br>Shepparton Road upgraded as an Albany Highway bypass<br>Rivervale footbridge over Great Eastern Highway built 1969<br>Caryards established from 1940s | Great Eastern Highway developed between Causeway and airport, landscaped as an entry statement<br>Plans for new bridge between Burswood & East Perth | Gateway Project (1990s) upgrades and beautifies Great Eastern Highway<br>Graham Farmer Freeway opens 2000; Orrong Road also upgraded<br>Albany Highway upgraded; speed limit dropped to 40kph (2009)<br>Millers Crossing bridge opens 2004 over the railway |
| Mail services | | Albany Road an important colonial mail route (Albany-Perth) | Postal service commences 1902 in rented premises | Vic Park Post Office opens 1912 | East Vic Park post office opens 1953 | | East Vic Park post office moves inside Park Centre |
| Tele-communications | | | Telegraph commences with postal services 1900s | Radio transmission commences | TV introduced 1960s | | Pawsey Supercomputer opens within Technology Park (2009) |
| Occupations | | | | | | | |
| Rural land use | Noongar people practice hunter-gatherer lifestyle | Burswood land developed for subsistence farming<br>Solomon Cook runs a market garden at Burswood 1860s<br>Poultry and dairy farming emerge by 1880s | Rural land use dominates, especially market gardens and piggeries<br>Chinese market gardens established near the river | Many residences also retain vegetable gardens, poultry and/or a cow<br>1930s end to market gardens, as riverfront reclaimed for parkland | | | |
| Timber industry | | Timber cutting likely a sideline employment (and/or source of firewood) for some residents | Forests Department establishes Collier Pine Plantation | State Sawmills opens at Carlisle (1919) | Cullity's plywood factory opens at Carlisle<br>Eastern portion of Collier Pine Plantation lost to fire 1957 | State Sawmills site cleared | State Sawmills site cleared |
| Fishing & maritime occupations | Derbarl Yerrigan important food source and place of cultural importance for Noongar people | Fishing and crabbing to supplement food supply, also as recreation | | Fishing and crabbing to supplement food supply, also as recreation | | | Recreational fishing continues |

| THEMES | Pre-colonisation | 1829–1880s | 1890s-1904 | 1905–1939 | 1940s-1960s | 1970s-1980s | 1990s-2020 |
|---|---|---|---|---|---|---|---|
| Domestic activities | Noongar people live in family groups that move seasonally through territory in a semi-nomadic manner, returning annually to established camp grounds | Approximately 20 houses in the district by mid-1880s<br>Housing rough and temporary, including tents and wattle & daub | Early suburban housing mostly family cottages, both brick and timber<br>No public utilities to residential developments (water, sewerage, electricity) | Most residential development modest family homes, more brick in Victoria Park, more timber in Carlisle<br>Domestic circumstances strained during Depression | Rowethorpe and Swan Cottage Homes open 1961; Talbot Lodge Carlisle opens 1965 to house elderly women<br>1960s SHC begins building walk-up flats for young families rather than free-standing houses | Numerous multistorey apartment blocks built between 1965 and 1974, up to ten storeys | Vic Park transitions from mostly working class district to more gentrified, white collar demographic<br>Increasing apartments especially along Albany Highway and in Burswood<br>Red Castle site redeveloped as apartments (2017)<br>2016 census shows above average numbers living in conjoined residences (apartments etc) |
| Intellectual activities | | | | | WAIT opens 1967 | National Archives builds WA premises (1976)<br>Technology Park opens 1985<br>WAIT becomes Curtin Uni | MHI compiled 1996–1999<br>Heritage Circle opens at G.O. Edwards Park (2005) |
| Commerce | Some trade between Aboriginal groups | Small shops associated with Albany Road coach stop | Local retail develops (drapers, newspaper shop, butcher) | Albany Highway develops as a retail strip, especially near tram stops<br>Isaia family establishes liqueur business; other businesses include saddlery, butcher, tea rooms, fruit & veg store, Harold Murray Produce Merchants, Wood Depot; Hearn's furniture (1912, expanded 1928), Terminus Bakery (1922), J.W. Bateman's Drapery (1928), Ken George Motorcycles (1938); 1930s: Coolgardie & Harrolds Chambers, Hardwear Hood | Albany Highway a major district shopping area.<br>Friendlies Chemist (1940 – United Friendly Societies Building)<br>Woolworths, Coles, Charlie Carters and Tom the Cheap all open stores in Vic Park<br>Car yards begin to characterise west end of Albany Highway, beginning with Houghton Ford (1946) and William Wood Motors (1947) | Greek market gardeners Psaltis & Sardelic open Swansea Street markets<br>Red Castle Motel/ Hotel opens 1960s; Carlisle Hotel opens first drive-in bottle shop (1980)<br>McDonalds first the district's fast food store (latter 1980s)<br>Belmont and Bentley shopping centres draw customers away from Albany Highway; retail declines<br>Area acquires reputation for seedier offerings including brothels, sex shops, skimpy waitresses<br>Vic Park Central (previously Heart of the Park) and Park Centre shopping malls open c.1977 | Fast food outlets added at both ends of the Town by end of 1990s<br>Increasing numbers of cafes, restaurants and small bars, especially following liquor licensing changes (2006, 2018)<br>Albany Highway revitalised as commercial zone<br>Carlisle IGA (former cinema) replaced with petrol station & convenience store (2018-2019) |

| THEMES | Pre-colonisation | 1829–1880s | 1890s-1904 | 1905–1939 | 1940s-1960s | 1970s-1980s | 1990s-2020 |
|---|---|---|---|---|---|---|---|
| Technological change | | | | | | Technology Park opens 1985 | Technology Park expanded |
| Manufacturing & processing | Noongar groups produce all tools, clothing, cooking implements etc required | | Industries develop in proximity to the river, to use the water supply, including brickworks, slaughterhouse, tannery, soap making | Haydon's implement works Carlisle (1909); Red Castle Brewery (1912); Hearn Bros & Stead furniture factory & store (1912, expanded 1920s); State Sawmills Carlisle (1919); Swan Portland Cement (1927); also Hardie & Co, Australian Wood Pipe Factory (1930s/ 1940s?) | Bunnings Boat Yard operating during WWII, near Causeway; closes soon after WWII<br>Brisbane & Wunderlich build wishing well and windmill as promotion for their building materials<br>Red Castle Brewery taken over by Swan Brewery (1952), later closes | Gradual shift away from industrial uses to more residential | Last factories close 1990s. Swan Portland Cement site cleared 2000. |
| Hospitality & tourism | | Inns erected to serve coach passengers on Albany Road (near natural spring) | Vic Park Hotel opens 1897; Broken Hill Hotel opens 1899. | Vic Park Hotel replaced 1927; Balmoral Hotel opens 1931 | Carlisle Hotel opens 1940<br>Red Castle Hotel/ Motel opens 1960s | Burswood Casino opens 1985<br>Tavern opens in East Vic Park 1970s (later Franklins)<br>District's hospitality venues obtain a seedy public image for some years | Albany Highway increasingly a café and restaurant strip rather than local retail; designated a tourist precinct 2010 (allowing Sunday trading); increasingly cosmopolitan character, family-friendly hospitality venues<br>Red Caste Hotel demolished 2014<br>Matagarup Bridge opens 2018 |
| Social & Civic Activities | | | | | | | |
| Government & politics | Munday the head of the Beeloo group | District part of the Canning Roads Board | Victoria Park Roads Board gazetted 1894, becomes municipality 1897<br>Robert McMaster the first mayor | John Forrest the first Federal member for Swan (including Vic Park)<br>Victoria Park becomes part of City of Perth (1917) | Richard Cleaver Federal Member for Swan 1955-1969 | State Member for Vic Park 1961–1985 was Ron Davies, including while Opposition Leader 1978–1981 | Town of Victoria Park separates from City of Perth (1994)<br>Vic Park administrative premises open 1996 (remodelling of earlier building)<br>State government attempts to amalgamate Vic Park with neighbouring municipalities abandoned 2015 due to strong opposition<br>'Town' rather than 'City' of Vic Park retained after popular vote<br>Geoff Gallop premier 2001–2006; Ben Wyatt treasurer 2017-[present] |

| THEMES | Pre-colonisation | 1829–1880s | 1890s-1904 | 1905–1939 | 1940s-1960s | 1970s-1980s | 1990s-2020 |
|---|---|---|---|---|---|---|---|
| Education & science | Noongar knowledge of land, culture and tradition passed on through mentoring, story-telling, music, dance, song, and initiation rituals | | Victoria Park Primary School (Cargill Street School) opens 1894; St Joachims Catholic school opens 1899 | East Vic Park School opens 1914, by 1927 the largest government school in WA; Carlisle (Bickford) School opens 1919<br>Millen School opens 1936 (later Carson Street School) | Kent Street High school 1940, expanded post-WWII; Bentley High School opens 1960<br>Lady Gowrie Centre opens 1940<br>Minbalup school for disabled children opens 1954<br>Xavier Catholic School (1953); St Joachims extends to high school 1962<br>Lathlain Primary (1956), Millen Primary (1958)<br>Carlisle TAFE 1961<br>WAIT Bentley 1967 (later Curtin Uni)<br>Baptist college opens 1967 | East Vic Park school moves to former State Sawmills site (1977), original site cleared and Park Centre built<br>Montessori playgroup (1980) then school (1982)<br>Regent College opens 1982<br>Ursula Frayne College forms 1990 from local Catholic schools<br>WAIT becomes Curtin Uni (1986)<br>Bentley TAFE opens 1974<br>Minbalup transfers students to Millen Special School (later Carson Street)<br>Bentley High School closes, reopens as Canning College (1982) | Rotary Boarding College opens beside Kent Street SHS (1991)<br>Continued expansion at Curtin Uni<br>Holy Name School closes Carlisle campus 2011 after amalgamating with Notre Dame Primary School Cloverdale; reopens 2012 as Catholic daycare<br>Carson Street School first in WA to offer dedicated childcare for autistic children<br>Building works to substantially expand Vic Park Primary School commence 2020<br>Canning College moves to 100% international students (2019) |
| Law & order | Noongar lore governs Whadjuk life, administered by elders within family groups | Military detachment 1830s near future Causeway to intercept Noongar raiding parties | Police begin serving the district from temporary facilities | Police station opens 1908 | Police traffic office opens 1957 | Vic Park gains stigma as hotbed of crime and violence (much exaggerated)<br>Longmore Remand Centre (1965) and Perth Girls Treatment Centre (Nyandi, 1969) open as prisons for boys and girls respectively | Police move from Vic Park to Kensington 2003<br>Nyandi closes 1997; Longmore closes 1998; combined site remodelled as Boronia Pre-Release Centre (2004) |
| Health | Noongar people generally very healthy | Disease introduced by colonists devastates Noongar populations | | Chemist shop opens c.1910 (William Read)<br>Carlisle Maternity Hospital 1911–1939<br>Rotunda Hospital (Edward Millen) opens 1912, becomes repatriation home post-WWI<br>Rest home for elderly blind people opens 1923 | Carlisle Infant Health Centre opens (1950s)<br>St Ives Maternity Home operating in East Vic Park until 1963 (possibly opens 1930s?) | St John Ambulance Centre opens 1963<br>Lathlain Nursing Home opens 1972 | Most Blind Association buildings demolished and replaced by new VisAbility premises<br>COVID-19 restrictions cause high unemployment, especially for hospitality workers (2020) |

| THEMES | Pre-colonisation | 1829–1880s | 1890s-1904 | 1905–1939 | 1940s-1960s | 1970s-1980s | 1990s-2020 |
|---|---|---|---|---|---|---|---|
| Community services & utilities | | | Library opens 1903<br>Sewage ponds operate 1906–1912 | Fire Station (1911/ 1913); Electricity from 1916<br>Mead & Son Funeral Directors commences (1926); Purslowe Funeral Homes (1939)<br>Purpose-built library 1912<br>MWSS&D pumping station opens (1938) | Burswood used as a rubbish tip<br>New library 1966 | Activ Foundation workshop opens latter 1970s<br>Library moves to Rec Centre 1983<br>Domestic waste disposal at Burswood ceases 1970s, commercial waste continues into 1980s<br>Fire station moves to Kensington 1973 | New Sussex Street library 1994<br>Streetscape upgrades, public art, (some) underground power<br>Lathlain Park Master Plan approved 2011, implemented in stages over subsequent years |
| Sport, recreation & entertainment | | | WA's first golf course opens, at Burswood 1895<br>c.1900 race course commences at Burswood (later Goodwood; run by A.E. Cockram)<br>Victoria Park Bowling Club commences 1890s | Golf club relocates to South Perth 1908<br>Theatres/ cinemas active along Albany Highway (Savoy, Amusu, Broadway); Patch Theatre company inaugurated 1938<br>Cycling and athletics popular; croquet club opens 1920s<br>Residential land reclaimed to form public parks (omitted in original subdivisions) including Raphael Park | Perth Football Club (WAFL) moves to newly established Lathlain Oval 1959<br>Queens Park Theatre and Independent Players theatre groups form<br>Gable & Williams Dance School opens<br>Archer Gardens cinema opens in Carlisle (1954), closes latter 1960s<br>Savoy, Alexandra & Broadway theatres converted to shops/ other uses<br>Higgins Park established<br>Somerset Pool opens 1966; Kent street Pool 1962<br>Carlisle-Lathlain Bowling Club opens early 1960s; Vic Park bowling club expands premises mid-1950s | School pool built at Kent Street SHS early 1970s; Olympic pool added at Somerset Pool c.1970<br>Vic Park Rec Centre built 1983 on former Lady Gowrie site<br>Burswood Park golf course opens 1986 in association with the casino/ resort; casino the only place in WA where pokies are legal<br>Burswood Dome constructed 1980s<br>International-standard hockey stadium built near Curtin Uni | Carlisle-Lathlain Bowling Club demolished (2010), replaced by all-ages park (2019)<br>Burswood Park Heritage Trail created (1993)<br>State Tennis Centre opens 1990s<br>Burswood Dome demolished 2013<br>Perth Stadium opens 2018 (replaces Burswood Golf Course, closed 2013)<br>Council organises festivals, displays, concerts & competitions to build community<br>Recreation facilities upgraded (Somerset Pool, Vic Park Rec Centre)<br>Lathlain Oval redeveloped as West Coast Eagles training ground (2016-2019) |

| THEMES | Pre-colonisation | 1829–1880s | 1890s-1904 | 1905–1939 | 1940s-1960s | 1970s-1980s | 1990s-2020 |
|---|---|---|---|---|---|---|---|
| Religion | Noongar spirituality deeply connected to land | | Churches open – Church of Transfiguration Anglican (1895), Methodist (1896), Sisters of Mercy/ St Joachims Catholic (1899), Congregational (1900), | Many more churches as population expands; Methodists relocate (1912), Carlisle Anglican (1928), Presbyterian (1929), St Peters Anglican (1935), East Vic Park Anglican (1930s), Holy Name Carlisle (1935) | Church of Christ (1955), St Joachims (1955), Our Lady Help of Christians (1962), Holy Trinity Anglican (1964), Carlisle Anglican moves from Raleight to Star St c.1952, later selling Star Street to Baptist Church (1969)<br>Baptist theological college/ seminary opens 1967 | Rhema/ Riverview Church opens at Burswood 1985 | |
| Cultural activities | Noongar people practice rich cultural expression based in an oral culture | | Vic Park Town Hall opens 1899 | Bickford Soldiers Memorial Hall (1920) used as a cinema | | Carlisle Hall replaces Bickford Soldiers Memorial Hall (1969)<br>Patch Theatre moves into Victoria Park (1972) | MHI produced 1999<br>Nine heritage places entered into State Register |
| Community groups & mutual aid | Noongar kin networks provide social support | | Churches important as community social hubs/ support networks | Low-cost government housing available after 1912; McNess Housing Trust particularly active in Carlisle<br>Community support groups form in response to Depression<br>Methodist Children's Home (1925), later Mofflyn | RSL Hall opens 1935<br>Ratepayers Association active<br>Victoria Park (Mackie Street) & Harold Hawthorne senior citizens centres open<br>Establishment of Rotary (1948), Apex, CWA, | Range of initiatives established to address reality and perception of social problems, including PCYC, YMCA, sports clubs, church youth groups, hostels, refuges, Richmond Fellowship halfway house, Carlisle Food Centre, Anglican youth house, Vic Park youth accommodation, Vic Park Youth & Community Arts Group, Outreach Learning Centre, Sussex Street Centre, various employment services | Ongoing services for underprivileged residents eg Christian Centre for Social Action (1996-2016), many 1970s-1980s initiatives continue<br>RSL Community Centre opens at Playfield Park (1997)<br>Vic Park Men's Shed opens 2013 |
| Institutions | | Noongar people forced into institutions/ reserves including at Welshpool (1901–1911) | Dulhi Gunyah then Methodist Children's Home provide institutional 'care' | | | | |

| THEMES | Pre-colonisation | 1829–1880s | 1890s-1904 | 1905–1939 | 1940s-1960s | 1970s-1980s | 1990s-2020 |
|---|---|---|---|---|---|---|---|
| Environmental awareness | Noongar culture attuned to environment, responding to seasonal variation and caring for the land as a spiritual commitment | | Complaints at noxious odour from Burswood sewage filtration ponds | Depression works reclaim mudflats to create McCallum Park | Further river reclamation to create foreshore parks<br>Local groups begin lobbying to reduce factory pollution in residential areas | Burswood resort proposals raise concerns at potential impact on ground water quality, river environment<br>Concern increasing housing density would mean urban trees were lost | Energy efficiency begins to be a design consideration (1990s)<br>Friends of Kensington Bushland formed 1990s<br>Green Swing sustainable housing developments completed (2012, 2015) |
| Outside Influences | | | | | | | |
| World Wars and other wars | | Colonists remove Noongar people from land by force | Boer War (some locals enlist) | Large numbers enlist for WWI; memorial erected 1917<br>Road names changed as patriotic gesture<br>Substantial community efforts at fundraising/ supporting war effort | War memorial upgrade but statue and honour roll not retained<br>Vic Park one of WA's main locations for post-WWII war service housing | | |
| Natural disasters | | 1862 flood destroys Causeway | River regularly floods up to the Canning Road (Perth-Fremantle Road) | Major flooding 1926 | | | |
| Depression & boom | | | Gold boom increases population, leads to development of suburbs around Perth/ Fremantle | 1930s Depression | 1950s general economic boom across Australia | 1970s high unemployment across Australia | |
| Infrastructure | | Albany Road and Causeway built to serve wider colonial population, benefitting local area | | | | | Graham Farmer Freeway developed as part of Metropolitan Region planning |
| People | | | | | | | |
| Aboriginal people | Munday | | | | | | Ben Wyatt – first indigenous Australian treasurer (2017) |
| Early settlers | | Henry & Anne Camfield, Solomon Cook, Edmund Birch, Francis Loius Von Bibra | Devenish family | | | | |
| Women | | Anne Butler, first woman in the colony to own land | | Nurse Edith Cowling | Women employed in munitions factory during WWII; also many other jobs open to women while men are absent | | Karen Vernon first woman to be mayor of Vic Park; 7 of 9 Council members women by 2020 |
| Local heroes | | | James & Adeline Harvey; Robert McMaster | William Read | Stan Gurney (Victoria Cross)<br>Bob Uppinton, JJ Higgins, Cliff Houghton; Harold Hawthorne | Sam Meagher/ Maher | |

# 5 PLACE INDEX

The index provides a comprehensive list of places included in the Local Heritage Survey for their values and significance to the Town of Victoria Park.

A supplementary list for the LHS has been prepared and includes places that have been assessed to have insufficient information or evidence of aesthetic, historical, social or scientific heritage value.

# 5

## Place by Suburb Address & Place Number

| PLACE NO. | PREV NO. | INHERIT NO. | PLACE NAME | LOCATION | PREVIOUS CATEGORY | CURRENT CATEGORY | STATE REGISTER | PAGE NO. |
|---|---|---|---|---|---|---|---|---|
| BENTLEY LOCALITY | | | | | | | | |
| 001 | B2 | | Technology Park | Brodie-Hall Drive, Bentley | C | 3 | | |
| 002 | B1 | | Curtin University | Kent St, Bentley | C | 3 | | |
| BURSWOOD LOCALITY | | | | | | | | |
| 003 | BS1 | | Burswood Resort and Casino | Bolton Ave, Burswood | C | 3 | | |
| 004 | BS2 | | Burswood Canal | Burswood | B | 2 | ✓ | |
| CARLISLE LOCALITY | | | | | | | | |
| 005 | C3 | | Holy Name Catholic Church | 25 Marchamley Place, Carlisle | C | 3 | | |
| 006 | C4 | | Holy Name Hall/School | 25 Marchamley Place, Carlisle | C | 3 | | |
| 007 | C2 | | Harold Hawthorne Senior Citizens Centre | 2 Memorial Ave, Carlisle | D | 4 | | |
| 008 | C5 | | Infant Health Centre | 71 Oats St, Carslisle | D | 4 | | |
| 009 | C1 | | Carlisle Hotel | 168 Rutland Ave, Carlisle | C | 3 | | |
| EAST VICTORIA PARK LOCALITY | | | | | | | | |
| 010 | EVP5 | | Former East Park Post Office | 879 Albany Hwy, E Vic Park | C | 3 | | |
| 011 | EVP1 | | Balmoral Hotel | 899–901 Albany Hwy, E Vic Park | C | 3 | | |
| 012 | EVP2 | | Carson Street School | 19 Carson Street, E Vic Park | C | 3 | | |
| | ~~EVP3~~ | | ~~Double Storey House~~ | ~~932–934 Albany Hwy, E Vic Park~~ | ~~C~~ | ~~3~~ | | |
| 013 | EVP4 | | Edward Millen Hospital | 1005 Albany Hwy, (cnr Hillview Tce) | A | 1 | ✓ | |

| PLACE NO. | PREV NO. | INHERIT NO. | PLACE NAME | LOCATION | PREVIOUS CATEGORY | CURRENT CATEGORY | STATE REGISTER | PAGE NO. |
|---|---|---|---|---|---|---|---|---|
| 014 | EVP8 | | Our Lady Help of Christians Catholic Church | 68 Balmoral St, E Vic Park | C | 3 | | |
| 015 | EVP9 | | Residence | 81 Bassinghall St, E Vic Park | C | 3 | | |
| 016 | EVP6 | | Hillview Terrace Bushland | Cnr Hillview Tce/ Berwick St E Vic Park | A | 1 | | |
| 017 | EVP7 | | Kate Street Reserve & Surrounding Houses | 14 & 16 Kate Street; 9, 13, 15, 21 & 23 Lake View Street; 226 Shepperton RD; and 10, 12, 14, 16, 18, 20, 24, 26 & 28 Norseman St, E Vic Park | B | | | |
| 018 | EVP 10 | | Somerset Street Pool | 42 Somerset St, E Vic Park | C | | | |
| KENSINGTON LOCALITY | | | | | | | | |
| 019 | K1 | | Kensington Bushland | Behind Kent St High School, Kensington | A | 1 | ✓ | |
| 020 | K2 | | Kent St High School | Kent St, Kensington | B | 2 | | |
| LATHLAIN LOCALITY | | | | | | | | |
| 021 | L1 | | Lathlain Oval | 34 Goddard St, Lathlain | C | 3 | | |
| 022 | L3 | | Red Castle Brewery and Spring (fmr) | 200 Great Eastern Hwy, Lathlain | C | 3 | | |
| 023 | L2 | | Lathlain Park School | 120 Howick St, Lathlain | B | 2 | | |

| PLACE NO. | PREV NO. | INHERIT NO. | PLACE NAME | LOCATION | PREVIOUS CATEGORY | CURRENT CATEGORY | STATE REGISTER | PAGE NO. |
|---|---|---|---|---|---|---|---|---|
| ST JAMES LOCALITY | | | | | | | | |
| 024 | SJ2 | | Houghton Park | 87 Boundary Rd, St James | C | 3 | | |
| 025 | SJ1 | | Higgins Park | Hillview Tce, St James | C | 3 | | |
| VICTORIA PARK LOCALITY | | | | | | | | |
| 026 | VP19 | | Memorial Garden | 298 Albany Hwy (cnr Harvey St), Vic Park | B | 2 | | |
| 027 | VP49 | | Tree- Lemon Scented Gum | 300 Albany Hwy, Vic Park | B | 2 | | |
| 028 | VP2 | | Broken Hill Hotel | 306–326 Albany Hwy, Vic Park | A | 1 | ✓ | |
| 029 | VP7 | | Victoria Park Library (fmr) | 315–317b Albany Hwy, Vic Park | B | 2 | | |
| 030 | VP9 | | Manchester Trading (fmr) | 319 Albany Hwy (opposite Harper St), Vic Park | B | 2 | | |
| 031 | VP13 | | Harrolds Chambers | 327 Albany Hwy (cnr King George St), Vic Park | B | 2 | | |
| 032 | VP3 | | Coolgardie Chambers | 335 Albany Hwy (cnr King George St), Vic Park | B | 2 | | |
| 033 | VP23 | | Post Office | 414–420 Albany Hwy (cnr Duncan St), Vic Park | A | 1 | ✓ | |
| 034 | VP51 | | Victoria Jewellers and Watchmakers | 415 Albany Hwy, Vic Park | B | 2 | | |
| 035 | VP22 | | Police Station | 450 Albany Hwy, Vic Park | A | 1 | ✓ | |

| PLACE NO. | PREV NO. | INHERIT NO. | PLACE NAME | LOCATION | PREVIOUS CATEGORY | CURRENT CATEGORY | STATE REGISTER | PAGE NO. |
|---|---|---|---|---|---|---|---|---|
| 036 | VP16 | | Masonic Hall | 459–461 Albany Hwy (cnr Temple St), Vic Park | C | 3 | | |
| 037 | VP11 | | ~~Friendlies Chemist~~ United Friendly Societies Building | 547–553 Albany Hwy, (cnr Rathay St) Vic Park | B | 2 | | |
| 038 | VP53 | | Victoria Park Hotel | 605 Albany Hwy (cnr State St), Vic Park | C | 3 | | |
| 039 | VP8 | | Alexandra Theatre (fmr) | 625–629 Albany Hwy, (next to Vic Park Hotel), Vic Park | B | 2 | | |
| 040 | VP12 | | Hardwear Hood (and floor) | 697 Albany Hwy, Vic Park | B | 2 | | |
| 041 | VP26 | | Read Park | Cnr Albany Hwy/ Salford St, Vic Park | B | 2 | | |
| 042 | VP48 | | Tram Stop | Cnr Albany Hwy/ Mackie St, Vic Park | B Make Feature | 2 | | |
| 043 | VP24 | | Pumping Station | 9 Armagh St, Vic Park | C | 3 | | |
| 044 | VP27 | | Residence | 105 Berwick St, Vic Park | B | 2 | | |
| 045 | VP17 | | McCallum Park | Canning Hwy, Vic Park | B | 2 | | |
| 046 | VP28 | | Residence | 31 Cargill St, Vic Park | B | 2 | | |
| 047 | VP29 | | Residence | 33 Cargill St, Vic Park | B | 2 | | |
| 048 | VP30 | | Residence | 57 Cargill St, Vic Park | B | 2 | | |
| 049 | VP54 | | Victoria Park Primary School | Cnr Cargill/ Albany Hwy, Vic Park | A | 1 | ✓ | |
| 050 | VP25 | | Raphael Park | Colombo St, Vic Park | B | 2 | | |

| PLACE NO. | PREV NO. | INHERIT NO. | PLACE NAME | LOCATION | PREVIOUS CATEGORY | CURRENT CATEGORY | STATE REGISTER | PAGE NO. |
|---|---|---|---|---|---|---|---|---|
| 051 | VP20 | | Mercy Convent and Ursula Frayne College | 15 Duncan St, Vic Park | B | 2 | | |
| 052 | VP31 | | Residence | 27 Duncan St, Vic Park | B | 2 | | |
| 053 | VP32 | | Residence | 38 Geddes St, Vic Park | B | 2 | | |
| 054 | VP33 | | Residence | 56 Geddes St, Vic Park | B | 2 | | |
| 055 | VP35 | | Residence | 55 Gloucester St, Vic Park | B | 2 | | |
| 056 | VP36 | | Residence | 33 Hampton St, Vic Park | B | 2 | | |
| | ~~VP10~~ | | ~~Former Store/ Residence~~ | ~~47 Kitchener St, Vic Park~~ | ~~C~~ | ~~3~~ | | |
| 057 | VP46 | | St Peter's Church | Leonard St, Vic Park | A | 1 | ✓ | |
| | ~~VP56~~ | | ~~Weatherboard Cottage~~ | ~~Cnr Lichfield/ Duncan Sts, Vic Park~~ | ~~D~~ | ~~4~~ | | |
| 058 | VP50 | | Victoria Park Senior Citizens Centre | 5 Mackie St, Vic Park | B | 2 | | |
| 059 | VP43 | | Semi Detached Houses | 18/20 Mackie St, Vic Park | B | 2 | | |
| 060 | VP43 | | Semi Detached Houses | 52/54 Mackie St, Vic Park | B | 2 | | |
| 061 | VP37 | | Residence | 51 Mackie St, Vic Park | B | 2 | | |
| 062 | VP6 | | Devenish House (formerly known as Forrest Farmhouse) | 86 Mackie St, Vic Park | A | 1 | | |
| 063 | VP38 | | Residence | 91 Mackie St, Vic Park | B | 2 | | |
| 064 | VP39 | | Residence | 51 McMaster St, Vic Park | B | 2 | | |
| | ~~VP5~~ | | ~~"Dee Bank"~~ | ~~26 McMillan St, Vic Park~~ | ~~B~~ | ~~2~~ | | |
| 065 | VP44 | | St Joachim's Hall | 120 Shepperton (cnr Harper St), Vic Park | B | 2 | | |

| PLACE NO. | PREV NO. | INHERIT NO. | PLACE NAME | LOCATION | PREVIOUS CATEGORY | CURRENT CATEGORY | STATE REGISTER | PAGE NO. |
|---|---|---|---|---|---|---|---|---|
| 066 | VP45 | | St Joachim's Catholic Church | 122 Shepperton Rd, Vic Park | B | 2 | | |
| 067 | VP18 | | McNess Homes Group | 11–19 Sunbury Rd, Vic Park | B | 2 | | |
| 068 | VP1 | | Association for the Blind WA | 16–18 Sunbury Rd, Vic Park | C | 3 | | |
| 069 | VP4 | | Corner Shop | 41 Sunbury Rd, Vic Park | B | 2 | | |
| 070 | VP47 | | Sunbury Rd Precinct | 45, 49, 51 Sunbury Rd, Vic Park | B | 2 | | |
| 071 | VP40 | | Residence | 59 Sunbury Rd, Vic Park | B | 2 | | |
| | ~~VP57~~ | | ~~Weslpy Factory~~ | ~~80 Sunbury St, Vic Park~~ | ~~E~~ | ~~5~~ | | |
| 072 | VP42 | | Richmond Fellowship Community House | 9 Teague St, Vic Park | B | 2 | | |
| 073 | VP42 | | Richmond Fellowship Community House | 13 Teague St, Vic Park | B | 2 | | |
| 074 | VP14 | | Isaia House | 18 Teague St, Vic Park | C | 3 | | |
| 075 | VP41 | | Residence | 48 Teague St, Vic Park | B | 2 | | |
| | VP21 | | Old Victoria Park Town Hall Foundation Stone | 1 Todd Cres, Como (stored there) | B- make feature | 2 | | |
| R076 | VP52 | | Victoria Park Croquet Club | Cnr Rushton St/ Shepperton Rd Vic Park | B | 2 | | |
| 077 | VP55 | | Washington St Precinct | 28,30,32,34,36,38 Washington St, Vic Park | B | 2 | | |
| 078 | VP58 | | Wishing Well and Windmill | Between Shepperton Rd and Albany Hwy near Causeway, Vic Park | A | 1 | | |

| PLACE NO. | PREV NO. | INHERIT NO. | PLACE NAME | LOCATION | PREVIOUS CATEGORY | CURRENT CATEGORY | STATE REGISTER | PAGE NO. |
|---|---|---|---|---|---|---|---|---|
| NOMINATIONS (APPENDIX 1) | | | | | | | | |
| NOM-INATIONS RECOMMENDED FOR INCLUSION IN LHS | | | | | | | | |
| N1 | | | 7 Lake View St, East Vic Park | | | 2 | | |
| N2 | | | 974 Albany Hwy, East Vic Park | | | 3 | | |
| N3 | | | 9 Gallipoli St, Lathlain | | | 2 | | |
| N4 | | | 213-215 Albany Hwy, Victoria Park | | | 3 | | |
| N5 | | | 237-239 Albany Hwy, Victoria Park | | | 3 | | |
| N6 | | | 241-243 Albany Hwy, Victoria Park | | | 3 | | |
| N7 | | | 35 Oswald Street, Victoria Park | | | 3 | | |
| NOMINATIONS NOT RECOMMENDED FOR INCLUSION | | | | | | | | |
| | | | 5 Gallipoli Street, Lathlain | | | | | |
| | | | 331-367 Albany Hwy, Victoria Park | | | | | |

# 5

## Place by Management Category

| CURRENT CATEGORY | PLACE NAME | LOCATION | | PREV NO. | PREVIOUS CATEGORY |
|---|---|---|---|---|---|
| 1 | Edward Millen Hospital | 1005 Albany Hwy, (cnr Hillview Tce) | | EVP4 | A |
| 1 | Hillview Terrace Bushland | Cnr Hillview Tce/ Berwick St E Vic Park | | EVP6 | A |
| 1 | Kensington Bushland | Behind Kent St High School, Kensington | | K1 | A |
| 1 | Broken Hill Hotel | 306–326 Albany Hwy, Vic Park | | VP2 | A |
| 1 | Post Office | 414–420 Albany Hwy (cnr Duncan St), Vic Park | | VP23 | A |
| 1 | Police Station | 450 Albany Hwy, Vic Park | | VP22 | A |
| 1 | Victoria Park Primary School | Cnr Cargill/ Albany Hwy, Vic Park | | VP54 | A |
| 1 | St Peter's Church | Leonard St, Vic Park | | VP46 | A |
| 1 | Devenish House | 86 Mackie St, Vic Park | | VP6 | A |
| 1 | Wishing Well and Windmill | Between Shepperton Rd and Albany Hwy near Causeway, Vic Park | | VP58 | A |

| CURRENT CATEGORY | PLACE NAME | LOCATION | | PREV NO. | PREVIOUS CATEGORY |
|---|---|---|---|---|---|
| 2 | Burswood Canal | Burswood | | BS2 | B |
| 2 | Kate Street Reserve & Surrounding Houses | 14 & 16 Kate Street; 9, 13, 15, 21 & 23 Lake View Street; 226 Shepperton RD; and 10, 12, 14, 16, 18, 20, 24, 26 & 28 Norseman St, E Vic Park | | EVP7 | B |
| 2 | Kent St High School | Kent St, Kensington | | K2 | B |
| 2 | Lathlain Park School | 120 Howick St, Lathlain | | L2 | B |
| 2 | Memorial Garden | 298 Albany Hwy (cnr Harvey St), Vic Park | | VP19 | B |
| 2 | Tree- Lemon Scented Gum | 300 Albany Hwy, Vic Park | | VP49 | B |
| 2 | Victoria Park Library (fmr) | 315–317b Albany Hwy, Vic Park | | VP7 | B |
| 2 | Manchester Trading (fmr) | 319 Albany Hwy (opposite Harper St), Vic Park | | VP9 | B |
| 2 | Harrolds Chambers | 327 Albany Hwy (cnr King George St), Vic Park | | VP13 | B |
| 2 | Coolgardie Chambers | 335 Albany Hwy (cnr King George St), Vic Park | | VP3 | B |
| 2 | Victoria Jewellers and Watchmakers | 415 Albany Hwy, Vic Park | | VP51 | B |
| 2 | United Friendly Societies Building | 547–553 Albany Hwy, (cnr Rathay St) Vic Park | | VP11 | B |
| 2 | Alexandra Theatre (fmr) | 625–629 Albany Hwy, (next to Vic Park Hotel), Vic Park | | VP8 | B |
| 2 | Hardware and Hood (fmr) | 697 Albany Hwy, Vic Park | | VP12 | B |

| CURRENT CATEGORY | PLACE NAME | LOCATION | | PREV NO. | PREVIOUS CATEGORY |
|---|---|---|---|---|---|
| 2 | Read Park | Cnr Albany Hwy/ Salford St, Vic Park | | VP26 | B |
| 2 | Tram Stop | Cnr Albany Hwy/ Mackie St, Vic Park | | VP48 | B |
| 2 | Residence | 105 Berwick St, Vic Park | | VP27 | B |
| 2 | McCallum Park | Canning Hwy, Vic Park | | VP17 | B |
| 2 | Residence | 31 Cargill St, Vic Park | | VP28 | B |
| 2 | Residence | 33 Cargill St, Vic Park | | VP29 | B |
| 2 | Residence | 57 Cargill St, Vic Park | | VP30 | B |
| 2 | Raphael Park | Colombo St, Vic Park | | VP25 | B |
| 2 | Mercy Convent and Ursula Frayne College | 15 Duncan St, Vic Park | | VP20 | B |
| 2 | Residence | 27 Duncan St, Vic Park | | VP31 | B |
| 2 | Residence | 38 Geddes St, Vic Park | | VP32 | B |
| 2 | Residence | 56 Geddes St, Vic Park | | VP33 | B |
| 2 | Residence | 55 Gloucester St, Vic Park | | VP35 | B |
| 2 | Residence | 33 Hampton St, Vic Park | | VP36 | B |
| 2 | Victoria Park Senior Citizens Centre | 5 Mackie St, Vic Park | | VP50 | B |
| 2 | Semi Detached Houses | 18/20 Mackie St, Vic Park | | VP43 | B |
| 2 | Semi Detached Houses | 52/54 Mackie St, Vic Park | | VP43 | B |
| 2 | Residence | 51 Mackie St, Vic Park | | VP37 | B |

| CURRENT CATEGORY | PLACE NAME | LOCATION | | PREV NO. | PREVIOUS CATEGORY |
|---|---|---|---|---|---|
| 2 | Residence | 91 Mackie St, Vic Park | | VP38 | B |
| 2 | Residence | 51 McMaster St, Vic Park | | VP39 | B |
| 2 | St Joachim's Hall | 120 Shepperton (cnr Harper St), Vic Park | | VP44 | B |
| 2 | St Joachim's Catholic Church | 122 Shepperton Rd, Vic Park | | VP45 | B |
| 2 | McNess Homes Group | 11–19 Sunbury Rd, Vic Park | | VP18 | B |
| 2 | Corner Shop | 41 Sunbury Rd, Vic Park | | VP4 | B |
| 2 | Sunbury Rd Precinct | 45, 49, 51 Sunbury Rd, Vic Park | | VP47 | B |
| 2 | Residence | 59 Sunbury Rd, Vic Park | | VP40 | B |
| 2 | Richmond Fellowship Community House | 9 Teague St, Vic Park | | VP42 | B |
| 2 | Richmond Fellowship Community House | 13 Teague St, Vic Park | | VP42 | B |
| 2 | Residence | 48 Teague St, Vic Park | | VP41 | B |
| 2 | ~~Old Victoria Park Town Hall Foundation Stone~~ | 1 Todd Cres, Como (stored there) | | VP21 | B |
| 2 | Victoria Park Croquet Club | Cnr Rushton St/ Shepperton Rd Vic Park | | VP52 | B |
| 2 | Washington St Precinct | 28,30,32,34,36,38 Washington St, Vic Park | | VP55 | B |
| | | | | | |

| CURRENT CATEGORY | PLACE NAME | LOCATION | | PREV NO. | PREVIOUS CATEGORY |
|---|---|---|---|---|---|
| 3 | Technology Park | Brodie-Hall Drive, Bentley | | B2 | C |
| 3 | Curtin University | Kent St, Bentley | | B3 | C |
| 3 | Burswood Resort and Casino | Bolton Ave, Burswood | | BS1 | C |
| 3 | Holy Name Catholic Church | 25 Marchamley Place, Carlisle | | C3 | C |
| 3 | Holy Name Hall/School | 25 Marchamley Place, Carlisle | | C4 | C |
| 3 | Carlisle Hotel | 168 Rutland Ave, Carlisle | | C1 | C |
| 3 | Former East Park Post Office | 879 Albany Hwy, E Vic Park | | EVP5 | C |
| 3 | Balmoral Hotel | 899–901 Albany Hwy, E Vic Park | | EVP1 | C |
| 3 | Our Lady Help of Christians Catholic Church | 68 Balmoral St, E Vic Park | | EVP8 | C |
| 3 | Residence | 81 Bassinghall St, E Vic Park | | EVP9 | C |
| 3 | Somerset Street Pool | 42 Somerset St, E Vic Park | | EVP 10 | C |
| 3 | Lathlain Oval | 34 Goddard St, Lathlain | | L1 | C |
| 3 | Spring in Red Castle Motel Gardens | Spring in Red Castle Motel Gardens | | L3 | C |
| 3 | Houghton Park | 87 Boundary Rd, St James | | SJ2 | C |
| 3 | Higgins Park | Hillview Tce, St James | | SJ1 | C |
| 3 | Masonic Hall | 459–461 Albany Hwy (cnr Temple St), Vic Park | | VP16 | C |
| 3 | Victoria Park Hotel | 605 Albany Hwy (cnr State St), Vic Park | | VP53 | C |
| 3 | Pumping Station | 9 Armagh St, Vic Park | | VP24 | C |
| 3 | Blind Citizens WA Inc | 16–18 Sunbury Rd, Vic Park | | VP1 | C |
| 3 | Isaia House | 18 Teague St, Vic Park | | VP14 | C |

| CURRENT CATEGORY | PLACE NAME | LOCATION | | PREV NO. | PREVIOUS CATEGORY |
|---|---|---|---|---|---|
| 4 | Harold Hawthorne Senior Citizens Centre | 2 Memorial Ave, Carlisle | | C2 | D |
| 4 | Infant Health Centre | 71 Oats St, Carslisle | | C5 | D |

# 6

# PLACE RECORD FORMS

**Technology Park** **Place No.: 001**




| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | Brodie Hall Drive | |
| Locality | Bentley | |
| Landgate PIN | 237893 | |
| Land Information | Lot – | Vol/Folio – |
| | Plan – | Reserve – |
| GPS | 115.889, -31.9949 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 2021 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Research and Development |
| Current Use | Research and Development |
| Other Use | - |

Previous Place No.: B2
**Place No.: 001**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | Commenced 1995 |
| Walls | Various |
| Roof | Various |
| Architectural Style | - |

PHYSICAL DESCRIPTION

The Park includes an assortment of contemporary buildings located within close proximity to Curtin University. The Park buildings are predominantly constructed of curtain walling, steel and rendered masonry and contain a number of technology driven companies and research institutions. Buildings are accessed via internal bitumen roads that are lined with mature trees (large number of pine trees) and grassed verges.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | Medium |
| Date of Survey | 16/06/2020 |

HISTORICAL INFORMATION

Technology Park was established in 1985 as a government initiative to stimulate innovative information technology and telecommunications, renewable energy, clean technologies and life sciences.

The Brodie Hall Building (previously known as the CRA Advanced Technical Development building), within the Park, has been recognised for its architectural design. The building has received an architecture award in 1990, a special mention in the 1991 International Research and Development Laboratory Awards, was awarded the Triennial Architecture Medal in 1993 and awarded the Architecture Medal (RAIA WA Chapter) in 1994.

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Education & Science |
| Associations | • Forbes and Fitzhardinge Woodland (Architects of the CRA Building) |
| Sources | • Peter Why. March 1997. (Oral History Conducted by Cathy Day of Heritage TODAY)<br>• Forbes & Fitzhardinge Woodland. DU. CRA Advanced Technical Facility. p.2 (Report) |

Previous Place No.: B2
**Place No.: 001**

STATEMENT OF SIGNIFICANCE

Technology Park has cultural heritage significance for the following reasons:

- The place has scientific value as a centre of technological development;
- The place has historic value as the first of this type of development in Western Australia; and
- The place has social value for its ongoing association with Curtin University, encouraging continual communication in research and development between the two places.

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020


Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: Town of Victoria Park 2000 MHI



Source: Town of Victoria Park 2000 MHI



Source: Town of Victoria Park 2000 MHI

**Curtin University**

**Place No.: 002**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | Curtin University of Technology | |
| Street Address | Kent Street | |
| Locality | Bentley | |
| Landgate PIN | 237909 | |
| Land Information | Lot 1884/27142 | Vol/Folio – |
| | Plan – | Reserve – |
| GPS | 115.893, -32.0058 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 14873 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Technology Institute |
| Current Use | University |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | 1965–1967 (ongoing) |
| Walls | Various |
| Roof | Various |
| Architectural Style | Late Twentieth Century Brutalist |

PHYSICAL DESCRIPTION

The Bentley campus is bounded by Manning Road to the south, Kent Street to the west and Hayman Road to the north and east. The university campus, sited on a former pine plantation, comprises a number of buildings ranging in architectural style and construction era.

Original buildings, such as the Architecture Building, Robertson Library, Physics Buildings and Social Science Building, are all examples of the Brutalist architectural style and are predominantly constructed of formed concrete and masonry walls and terracotta tile roofs.

Later buildings, such as the Curtin Medical School, the Resources and Chemistry Precinct and Curtin Stadium, are constructed of pre-fabricated concrete, curtain walling and steel in the contemporary architectural style.

The buildings are distributed over a large campus, with a series of manicured landscapes and outdoor spaces.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | Medium |
| Date of Survey | 16/06/2020 |

HISTORICAL INFORMATION

The Western Australian Institute of Technology (WAIT) opened their Bentley campus in 1967 with enrolment of 2,000 students in their first year. In 1969, WAIT merged with the Western Australian School of Mines, Muresk Agricultural College and Schools of Physiotherapy and Occupational Therapy. By 1976, 10,000 students were enrolled.

Curtin University of Technology formally opened in 1986 and was named after John Curtin, a Federal Politian who served as Prime Minister in 1942–45.

In 1994, the purpose-built Centre for Aboriginal Studies opened on campus, providing a strong and identifiable base for Indigenous students and staff.

In 1997, 24,000 students were enrolled in a large variety of courses including art, design, social work, library science, social sciences, literature, teacher education, engineering, computing, architecture and pharmacy, among others.

In 2008, Curtin University of Technology became the first teaching and research institution in Australia to develop a Reconciliation Action Plan.

In 2009, the Resources and Chemistry Precinct was completed and is a substantial addition to the campus that is visible from the Manning Road entry. In the same year, Curtin opened Curtin Stadium, a new sporting and recreation complex.

In 2010, the campus was renamed Curtin University to reflect the evolution from an institution of applied technology to a fully-fledged university with a breadth of courses, including law and medicine.

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Education & Science |
| Associations | • Gus Furguson (Architect)<br>• John Curtin (Prime Minister of Australia) |
| Sources | • White, M. 1996. WAIT to Curtin: A History of the Western Australian Institute of Technology. Perth, Paradigm Print. (Book) |

STATEMENT OF SIGNIFICANCE

Curtin University has cultural heritage significance for the following reasons:

- The place has aesthetic value as a collection of buildings constructed in different eras and architectural styles. Some of the earlier constructed buildings, such as the Architecture Building, are a strong example of the Brutalist architectural style;

- The place has historic and scientific value as a tertiary education institution; and

- The place has social value for its influence on the neighbouring community and sense of place for attending staff and students.

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some |

ADDITIONAL PHOTOGRAPHS




Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: Town of Victoria Park 2000 MHI



Source: Town of Victoria Park 2000 MHI

**Crown Resort and Casino**






| SITE INFORMATION | | |
|---|---|---|
| Other Names | Burswood Resort and Casino | |
| Street Address | Bolton Avenue | |
| Locality | Burswood | |
| Landgate PIN | 12020882 | |
| Land Information | Lots 7&10 | Vol/Folio 1891/285–290 |
| | Plan/Diagram P17621 D78682 | Reserve 10662 |
| GPS | 115.895, -31.9616 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 1699 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Farmland |
| Current Use | Casino and Hotel |
| Other Use | Casino and Hotel |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | 1985 (ongoing) |
| Walls | Various |
| Roof | Various |
| Architectural Style | Late Twentieth-Century Late Modern |

PHYSICAL DESCRIPTION

Crown Perth (previously known as Burswood) is a resort and casino complex located along the Swan River and bounded by Great Eastern Highway to the south, Victoria Park Drive to the east and a grassed reserve to the north.

The original hotel building was constructed in the 1980s and is a unique pyramidal form, designed to maximise views of the river.

Later developments, such as the Crown Towers (2016) are located further north of the 1980s building and are a contemporary architectural style.

The complex is shielded from Great Eastern Highway by manicured gardens (Kagoshima Park) that include a heritage trail, Citizens of the Year Lake and sculptures such as the Swan Shell.

The site of the former Burswood Dome is now used for car parking.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | Medium |
| Date of Survey | 16/06/2020 |

HISTORICAL INFORMATION

The Burswood Casino is built on the site of the original land allocation of Henry Camfield. Henry Camfield arrived in the Swan River Colony in 1829. After some difficulty, Camfield received a grant of 1,000 acres that included some land on the river flats. Camfield named his property 'Burrswood' after a grand property from his English home. The difficulties he faced included extreme temperatures, bad timing for crops, mosquitoes and transport problems. He built a wattle and daub hut and supplemented his diet by shooting birds – emu, cockatoo, pelican, and swan, among others. Reading Camfield's letters in chronological order it is easy to recognise his positive attitude eventually sinking into depression owing to the hardships of raising crops on poor land. Camfield left his land to take up a government appointment, first as Postmaster General then as Resident Magistrate of Albany. Camfield rented his land to tenant farmers. One of the most successful was Solomon Cook who developed a large market garden and piggery. Cook bought the land from Camfield in 1871 but died soon after.

Burswood became known as Burswood Island as a result of some dredging of the river flats. Navigation along the river had been difficult owing to the mudflats, forcing the settlers to use flat bottomed boats. Settlers put pressure on the government to bypass Herrisson Island by cutting a canal through land jutting out at Burwsood. The canal that created the 'island' of Burswood was excavated in 1831–32 but as early as 1839 proved inadequate. When the Swan River was improved in 1925 the Canal disappeared. Burswood's other claim to early fame was the site of WA's first golf course in 1895. The course was later relocated to South Perth in 1908. Another sporting pursuit held in the vicinity was horseracing which began in 1899 on a track named Goodwood. However, this track was taken over by the nearby Belmont Racecourse. The WA Turf Club sold Goodwood Race Course to the State Government in 1950.

From the turn of the century until the 1980s the name of Burswood was linked with waste products. For a number of years, prior to WWI (1906–1912), sewage filtration beds were constructed. The poor image that Burswood conjured up owing to the association with the filtration site led to the local train station being changed from Burswood to Rivervale. After the treatment plant was closed down in 1934, Burswood became a rubbish tip from 1946. It was a busy scene of landfill, numerous seagulls and domestic rubbish until the 1970s. The Casino development, headed by Dallas Dempster, was a joint venture including Tileska Pty Ltd and Malaysian Genting Berhad. Despite its controversial beginnings the Casino opened on the 30 December 1985 with a first flush of 12,000 people.

The river flats have since been landscaped into manicured parks and gardens, attracting many visitors. Facilities include bicycle paths, children's playgrounds and a heritage trail (marked by bronze statues). The Casino is visited by both local, national and international people in pursuit of entertainment of great variety, which includes not only the gambling but music, restaurants, sporting events and exhibitions. Surrounding the resort and casino is the Burswood Park and public golf course.

In 2011, the Burswood Complex was rebranded as Crown Perth. InterContinental Burswood became Crown Metropol Perth from 27 June 2012, while the Holiday Inn Perth Burswood was officially rebranded Crown Promenade on 20 June 2012.

In December 2016, the Crown Towers building was opened, increasing the casino's hotel capacity to 1,200 rooms.

| | |
|---|---|
| Historic Theme | Occupations: Hospitality & tourism |
| Associations | • Henry Camfield (Early Settler)<br>• Dallas Dempster (Entrepreneur) |
| Sources | • Camfield, H. 1829–30. (Letters)<br>• Kuchling, G. DU. (Oral Information)<br>• Gallop, G. DU. Know your Suburb (Booklet)<br>• AU. 1992. Burswood (Article)<br>• Nind, M. 1987. Henry Camfield's 'Burrswood' A History of Burrswood Is. Early Days: Journals & Proceedings of the RAWHS (Vol 9, Pt 5) (Book) |

STATEMENT OF SIGNIFICANCE

Crown Resort and Casino has cultural heritage significance for the following reasons:

- The place has aesthetic value as an example of innovative architecture that has changed the horizon viewed from the north side of the Swan river. Extensive parklands enhance the aesthetic impact of the Casino and Hotel Complex; and

- The place has historic value for its associations with early pioneers and developers of the land such as Henry Camfield and Dallas Dempster.

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: Town of Victoria Park 2000 MHI



Source: Town of Victoria Park 2000 MHI




Source: Town of Victoria Park 2000 MHI



Source: Town of Victoria Park 2000 MHI

**Old Burswood Canal**





| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | Near Goodwood Parrade | |
| Locality | Burswood | |
| Landgate PIN | 11366148 | |
| Land Information | Swan Loc 9752/ Lot 3 | Vol/Folio V3084/F499 |
| | Plan/Diagram 73662 | Reserve 36630 |
| GPS | 115.896, -31.9537 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 3570 |
| Previous MHI | 2000 |
| Other Listings | State Register of Heritage Places (2004)<br>Heritage Agreement (2004)<br>Classified by he National Trust (1988)<br>Aboriginal Heritage Sites Register Permanent |

Previous Place No.: BS2
**Place No.: 004**

| | |
|---|---|
| PLACE TYPE | |
| Original Use | Canal – boat access |
| Current Use | Waterway |
| Other Use | Drain |
| | |
| CONSTRUCTION DETAILS | |
| Construction Date | 1831–32 |
| Walls | - |
| Roof | - |
| Architectural Style | - |

PHYSICAL DESCRIPTION

This physical evidence assessment describes the section of the 1831 canal that is immediately south-west of the railway embankment in Goodwood Parade.

The remaining portion of the 1831 canal is best viewed from the top of the railway embankment north-west of the Goodwood Parade boat ramp. From the railway embankment, looking south-west, one can see the canal that runs in a straight line, from north-east to south west, before it narrows and is obscured by vegetation. To the north-west one can see Belmont Park, and to the west the State Tennis Centre, the Burswood Park Golf Course and the city beyond. To the south is Swan Cement, and beyond is the Burswood Convention Centre and Burswood Superdome. By turning around and looking north-east, one sees, beyond Goodwood Parade, the foreshore and on the opposite side of the river, Maylands Public Golf Course.

The 1831 canal is not visible from the Swan River foreshore and the only evidence of its existence is the culvert which drains water from the canal (and perhaps to the canal in high tide and flood conditions) under the railway embankment and Goodwood Parade, and onto a narrow beach where discharged water winds its way through the sand and into the river.

The 1831 canal varies in width from about five metres to about one metre where it appears to have been terminated in recent times by an earthworks breach, the top of which is about the same level as the top of the banks of the canal. The depth of the canal varies from about two to three metres near the embankment to about half a metre at the breach. These dimensions appear to be in keeping with the Old Burswood Canal article on file which states that 'the entire length of the cut will be 275 yards, 180 of which will be
4 feet deep and the remaining 95 yards, will average at 8 feet deep. The breadth of the cut will be 12 feet in the centre at the bottom.'

There is little evidence of the 1831 canal ' as constructed'. There is however, evidence of modifications to a short limestone outcrop which is located on the north-eastern bank. The bank appears to have been both excavated to make way for the canal and also underpinned with limestone and concrete where it may have been in danger of collapsing. It is however difficult to date the work from physical remains.

Typically, the banks of the canal are lined with grass, weeds, pampas grass, low shrubs and medium sized, sparsely distanced eucalypts. It is difficult to identify with any certainty the dykes constructed in 1834.

| | |
|---|---|
| Condition | Fair |
| Integrity | The integrity of Old Burswood Canal is low. The original intention of the 1831 canal, that of transport has become superseded and is replaced with another use, drainage |
| Authenticity | The 1831 canal has been terminated at one end by an earthworks breach and at the other by the railway embankment. However, the authenticity of the remaining fabric is high. |
| Date of Survey | 25/08/2020 |

HISTORICAL INFORMATION

Old Burswood Canal was constructed across the Burswood peninsula, in 1831, to facilitate transport on the Swan River. It was augmented by dykes in 1834, and in 1839, was superseded by another channel, known as the Claisebrook Canal, on the northern side of the river.

When the Swan River Colony was established in 1829, most land grants had river frontages. This not only gave the settlers access to water for domestic and agricultural use, but also access to transport because the lack of roads in the new colony meant that the rivers were the natural highways. The Swan River provided a transport route from the port at Fremantle to Perth, and on up through Guildford and the fertile Swan Valley area. The importance of river transport is illustrated by the fact that by January 1830, there were estimated to be 40 boats in the colony.[1]

But boating on the Swan River was not without its hazards. Loss of property, and drownings, were common as the colonists lacked experience with boats and few could swim. Many boats were of poor construction and navigation was difficult in places due to low water levels, the worst being around the Heirisson Islands, below the Burswood peninsula. The Burswood peninsula was part of Henry Camfield's grant and took its name from the Camfield family's English estate, Burrswood (sic).[2] Henry Camfield arrived in Western Australia on 12 October 1829, with his brother in-law, William Henty, on the Caroline. Camfield was disappointed with his first grants but succeeded in getting Surveyor General J. S. Roe to grant him 1,000 acres which included the peninsula, previously reserved for Crown purposes. In November 1829, Camfield wrote:

Between Perth and my grant there is a mud flat of nearly one and a half mile in length. One which a boat must be tracked over even when empty. A flat boat only will carry goods...You must watch your opportunity to carry your things to Perth.[3]

George Fletcher Moore expressed similar sentiments. The expense and labour of conveying goods up river, at present is very great; boats in summer must be unloaded and dragged over the Flats...Every settler should have a boat and know how to manage it.[4]

The importance of the Swan River for transport in the new colony prompted Governor Stirling to ask the Civil Engineer, Henry Reveley, to remove the inconvenience of the Flats.[5] The result was a call for tenders for the construction of a canal across Burswood peninsula.

Sealed Tenders will be received at this office on the 15th March next for cutting through the neck of land which unites Mr. Camfield's grant with the main land, in order to form a canal of communication between the backwater on this side the Islands with the deep part of the river on the other. The entire length of the cut will be 275 Yards, 180 of which will be at four feet deep, and the remainder 95 Yards will average 8 feet deep. The breadth of the Cut will be 12 feet in the clear at the bottom. The land to be cut through consists of clay, the rest is sand. The Tenders may be either for the whole work complete, or by measurement. The Plan to be seen and all information to be obtained by application to the Civil Engineer, Perth.[6]

The work was to be done with shovels, the colony having no other equipment to do the job. The contract was awarded to John Crane, but on 4 June 1831, Crane notified Governor Stirling, through Reveley, that he and his workers intended to strike. [7]

We, the undersigned, John Crane & Co., do humbly beg your Excellency to take into consideration the state of the case in which we have been deceived in the number of yards in cutting the canal. We have exerted ourselves to the uttermost of our powers and taken out more than the number of yards stated by the engineer and being seven poor men who hope your Excellency will give us satisfactory remuneration for the remainder of the work.[8]

The strike appears to have been settled quickly, if it went ahead at all. The estimated quantity of excavated soil was 3,000 cubic yards, but the actual amount came to 4,255 cubic yards. Governor Stirling allowed payment for the extra amount at two thirds the rate paid for the original work, ie 131/2 pence per cubic yard against 20 pence.[9] This would make the original price £250 with some £70 for the extra work.

Henry Reveley's report in August 1831, states:
The canal measured, when complete, 834 ft long by an average top width of 26 ft and with a width of 12 ft at bottom; the depth varied from 2 ft 6 in. to 17 ft 4 in. The excavation amounted to 4255 cubic yards, and it took seven men 107 days to do the work.[10]

Old Burswood Canal effectively turned the Burswood peninsula into an island. While Old Burswood Canal cut off the 31/2 mile journey around the peninsula, it did little to improve boating conditions over the mudflats and, in May 1832, the Civil Engineer was again asked to make the Swan River more navigable through this area. Reveley's plan was to construct two parallel dykes, 200 feet apart, between Old Burswood Canal and Point Fraser to form a navigable channel. The estimated cost for this plan was £1,500 but, as this was beyond the means of the colony at the time, a temporary solution was proposed instead. This involved connecting the islands with short dykes to create a dam which would direct the tide, the result being that the 'rapid and direct flow of the tide both up and down' would scour out the shallows and Old Burswood Canal.[11] The Perth Gazette reported that 'the inconvenience experienced by settlers during the summer render[ed] this an object of serious importance.'[12]

The dykes were finally constructed in 1834. They were '3 feet high, formed of a double stake-and-wattle fence filled in with clay.'[13] The stronger current that resulted did not produce a channel through the mudflats, but did succeed in widening Old Burswood Canal, and its banks were 'partially secured and then flattened on one side to make a tow path.'[14] The following year, a 'spade channel' was dug to assist the current through the flats, and a dyke was built along its length to further direct the flow through Old Burswood Canal.[15] Nevertheless, in 1838, Civil Engineer Reveley reported that the flats had still not deepened and he suggested no further work be undertaken to redirect the river.[16]

However, the General Roads Trust, now the responsible body, wanted a permanent solution to the problem. The Trust had a new, deeper channel, known as Claisebrook Canal, cut across the lowland above Point Fraser on the northern bank of the Swan River.[17] While this channel avoided the flats altogether, it also meant that boats had to take the longer route around Burswood Island again. The new channel proved successful and, with the building of larger vessels in the 1840s when river traffic expanded, Old Burswood Canal fell into disuse.[18]

Henry Camfield had been pleased when Old Burswood Canal was built. He wrote at the time: 'men employed by the Government are cutting a canal through it [Burswood] which if it answers (very doubtful) is much to improve Burrswood's [sic] value.'[19] Camfield had insufficient funds to develop his grant and hoped to sell to new migrants, but a sale did not eventuate. In 1840, he married and, after a term as Postmaster General, went to Albany as Resident Magistrate (1848–1860) leaving Burswood tenanted. He never returned, developing two other properties in the Albany area instead, before selling Burswood in 1871.

Burswood was gradually broken up and Old Burswood Canal became the dividing line between two land titles. Burswood Island itself was owned by Edmund Birch from 1871 to 1875, and by Francis Louis Von Bibra, from 1875 to 1885. The latter ran a dairy herd there before selling to developers for £2,000. Efforts to develop Burswood Island as a residential suburb failed and, from 1895, Burswood Island became, at various times, the site of a golf course, two racecourses (Belmont Park and Goodwood established by Albert Cockram, who owned Burswood Island from 1904 to 1943), a sewage disposal site (1906–1934), a Railways Department cinder dump, a cement works which dredged decayed shell from the bed of the Swan River, and a rubbish dump which operated from 1946 to 1985.[20] The Western Australian Turf Club purchased Belmont and Goodwood after Albert Cockram's death. They kept Belmont Park, but sold the rest of the land to the State Government in 1950.

During this time, changes were taking place in the shape of Burswood and adjacent islands. The Swan River Improvement Act, 1925 was passed to *authorise the reclamation of land along the shores of the Swan River in the vicinity of East Perth, Maylands, Burswood Island, Victoria Park, and South Perth, the improvement of the river channel near such shores, and the construction of roads along the river fronts of such reclaimed land.*[21]

The Public Works Department had kept its options open regarding the future of Old Burswood Canal. Early road and rail bridges had spanned the place, and the new road and rail bridges planned in 1927, and opened in the early 1930s, did the same.[23] But when these bridges outlived their time they were not replaced and the upstream end of Old Burswood Canal was reduced to a culvert, possibly in the 1950s. Reclamation eventually cut Old Burswood Canal from the river at its Heirisson Island end, effectively making Burswood Island a peninsula once more.[24]

Between 1985 and 1987, the Burswood Casino and Resort was developed on 100 hectares of land at Burswood. The $350 million resort includes a casino, five-star hotel, convention centre and the Superdome sporting and exhibition centre. It is surrounded by the Burswood Park and Public Golf Course, administered by the Burswood Park Board.

Development at Burswood has impacted adversely on Old Burswood Canal The redevelopment of the Swan Portland site, in connection with the Northbridge Tunnel and Burswood Bridge road constructions, threatens what little remains of Old Burswood Canal.[25]

1 Nind, Michael. 'Sails and Oars on the Swan, 1829 to 1849', Early Days, Vol. 8 Part 5, 1981, pp. 53–62.
2 Nind, Michael, Henry Camfields Burrswood, Early Days, Vol 9, Part 5, 1987, p. 63. Agents, Agett and Stokes, advertising availability to lease of that excellent farm called Burswood, Perth Gazette and Western Australian Journal, 28 November 1840, p. 1. Lands Department Geographical Names have the first recorded use of Burswood as a misspelling of the name on the sign for the first railway station on Burswood Island.
3 Letter written by Henry Camfield, 18 November 1829, quoted in Nind, Michael, 'Henry Camfields Burrswood', Early Days, Vol 9, Part 5, 1987, pp. 63–78.
4 Moore, G. F. Diary of Ten Years of an Early Settler in Western Australia, quoted in M. Ninds, 'Sails and Oars'. op cit, p. 54.
5 Morison, M. P., 'The Old Burswood Canal', Western Geographer, Vol 5, No 1–2, June 1981, pp.95–98.
6 Western Australian Chronicle and Perth Gazette, 26 February 1831.
7 Colonial Secretarys Office file Vol 6/193, quoted by Morison, M. P., op cit, p. 95.
8 Crowley, Bert.. 'Canal job marked WAs first strike', West Australian, 3 June, 1964. South suburban section, p. 9.
9 LePage, J.S.H. Building a State: the story of the Public Works Department of Western Australia 1829–1985. Leederville, Water Authority of WA, 1986, p. 12
10 Ibid.
11 Morison, M.P. op cit, pp. 95–96; Nind, M. 'Sails and Oars', op cit, p. 60.
12 Western Australian Chronicle and Perth Gazette, 16 February 1833.
13 Morison, M. P. op cit, p. 97.
14 Nind, M. 'Sails and Oars', op cit, p. 60.
15 Morison, M. P., op cit, p. 96 – 97. (See supporting material)
16 Colonial Secretarys Office files, Vol 39, 27 April 1835, cited in Nind, M., 'Sails and Oars', op cit, p. 60.
17 Colonial Secretarys Office files, Vol 72, 12 April 1839, cited in Nind, M., 'Sails and Oars', op cit, p. 60–61. The name, Claisebrook Canal, is marked on PWD Plan 28521, 1937, Battye Library.
18 Colonial Secretarys Office files, Vol 72, 12 April 1839, cited in Nind, M., 'Sails and Oars', op cit, p. 60–61.
19 Letter from Henry Camfield, 16 May 1831, quoted in Nind, M., 'Sails and Oars' , op cit, p. 71.
20 Nind, M. 'Henry Camfields Burrswood', op cit, pp. 71–76; Gallop, Geoff, 'Know Your Suburb – Burswood', pp. 5–8.
21 Swan River Improvement Act, 1925, West Australian Government Statute No 45 of 1925.
22 Improvements to Swan River 1830–1840, from Inaugural address by James Thompson to the WA Institution of Engineers, 1910, reproduced in J. H. S. Le Page, Building a State, op cit; Burswood Island Resort: Public environmental report, Riggert Consulting Ecologists P/L, Figure 5.
23 Main Roads Dept, file 843/1927, Public Records Office; PWD plan 25244, 1927; Photograph of bridge over Old Burswood Canal 1899, Battye Library, 1092P.
24 Riggert Consulting Ecologists P/L, op cit. Figure 5
25 Letter from Ministry for Planning, 23 March 1995, HCWA File 3570.

| | |
|---|---|
| Historic Theme | Transport & Communications: River transport |
| Associations | • Camfield family<br>• Albert Cockram |
| Sources | - |

STATEMENT OF SIGNIFICANCE

Old Burswood Canal, a section of a disused boat canal, has cultural heritage significance for the following reasons:

- The place is a remnant of one of the earliest public works projects carried out by the Stirling Administration and represents a commitment to supporting settlement in the Swan River Colony;
- The place is a relic of Western Australia's transport history and demonstrates the importance of the Swan River as a transport route in the 1830s;
- The place is indicative of the experimental nature of early public worksin a new colony; and,
- The place illustrates a way of life and mode of transport that is no longer practiced in this part of Western Australia.

| | |
|---|---|
| Aesthetic Value | - |
| Historic Value | Old Burswood Canal was one of the earliest public works projects carried out by the Stirling Administration and represents a commitment to supporting settlement in the Swan River Colony. (Criterion 2.2)<br><br>Old Burswood Canal is a relic of Western Australia's transport history and demonstrates the importance of the Swan River as a transport route in the 1830s. In its time, Old Burswood Canal was a key transport element servicing the hinterland. (Criterion 2.2)<br><br>Old Burswood Canal is the reason Burswood became an island and although it is once again a peninsula, the name Burswood Island is still often used. (Criterion 2.2)<br><br>The failure of Old Burswood Canal led to the opening of the successful Claisebrook Canal on the opposite side of the Swan River, and is indicative of the experimental nature of early public works in a new colony. (Criterion 2.2) |
| Scientific Value | Old Burswood Canal may have some scientific value as an archaeological site and as a way of studying the hydrography of the area. (Criterion 3.1) |
| Social Value | - |
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS

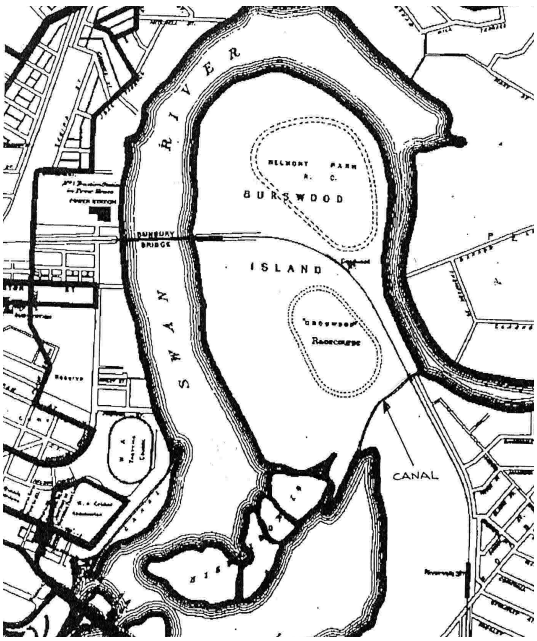




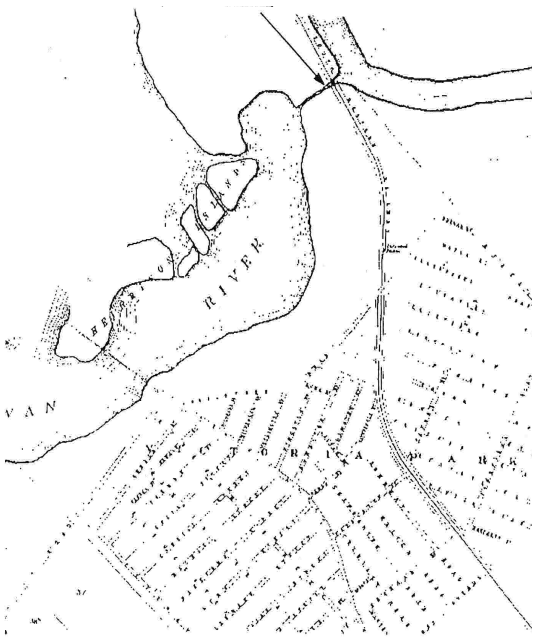
Source: SCA 2020

Source: SCA 2020

HISTORICAL PHOTOGRAPHS




Source: Town of Victoria Park 2000 MHI




Source: Town of Victoria Park 2000 MHI

**Holy Name Catholic Church**






| | | |
|---|---|---|
| SITE INFORMATION | | |
| Other Names | - | |
| Street Address | 25 Marchamley Place | |
| Locality | Carlisle | |
| Landgate PIN | 1212837 | |
| Land Information | Lot 100 | Vol/Folio 2117/379 |
| | Plan/ Diagram 94193 | Reserve – |
| GPS | 115.92, -31.9762 | |

| | |
|---|---|
| HERITAGE LISTINGS AND SURVEYS | |
| DPLH inHerit Database | 13090 |
| Previous MHI | 2000 |
| Other Listings | Catholic Church Inventory (1998) |

| | |
|---|---|
| PLACE TYPE | |
| Original Use | Church |
| Current Use | Church |
| Other Use | - |

Previous Place No.: C3
**Place No.: 005**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | 1975 |
| Walls | Concrete rough face blocks and breeze blocks |
| Roof | Tiles |
| Architectural Style | Late Twentieth-Century Perth Regional |

PHYSICAL DESCRIPTION

Holy Name Church is located along Solar Way and is bounded by the former Holy Name Hall/School and Holy Name Early Learning and Care Centre to the north and east, Fletcher Park to the west and bitumen road to the south.

The Church building is constructed of cream coloured face brick and breeze blocks and an asymmetrical terracotta tile mansard roof. There are three large stained glass windows to the north elevation, one of which is concealed externally by horizontal shade louvres. The building addresses the west, toward Fletcher Park and there is gold coloured lettering on this side that reads, 'Church of the Holy Name'. The building is primarily accessed via a covered walkway to the northern side, adjacent to a bitumen carpark. There are also doors to the southern side; however, they appear to not be in use. The doors and windows to the southern side have amber coloured obscure glass.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | High |
| Date of Survey | 03/06/2020 |

HISTORICAL INFORMATION

The first Catholics came to the Carlisle area in 1896 and in 1899, Victoria Park was established as a parish with Carlisle being one of its outlying Mass stations. Carlisle continued as a Mass station until a Church school was built in 1937. At this time Carlisle became part of the new Belmont Parish.

In 1951, Archbishop Prendiville established Carlisle as a separate parish and Fr E. Power became the first paster. A new presbytery was built in 1974 and a new Holy Name Church built in 1975. The builder of the Holy Name Church were Messers Cooper and Oxley Pt Ltd.

The Church has been run by a number priests, including Camillian Fathers, for a period from 1963 to 1977.

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Religion |
| Associations | • Cooper & Oxley Pty Ltd |
| Sources | • AU. January 1997. The Record. p.16 (Newspaper)<br>• Liszka, Fr J. 1997. The Chronicles of Holy Name Church 1956–1994 (Booklet) |

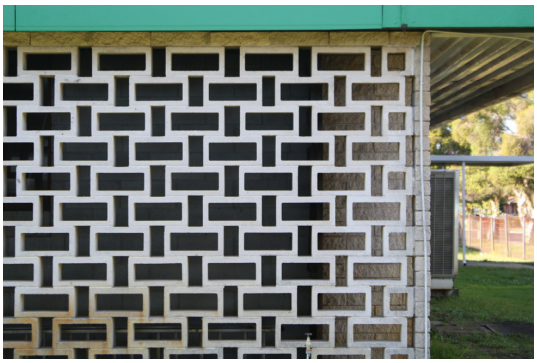
STATEMENT OF SIGNIFICANCE

The Holy Name Church has cultural heritage significance for the following reasons:

- The place has historic and social value for its connection with the Catholic community of Carlisle in the form of pastoral care which has been given for over 100 years; and
- The place has aesthetic value for its Late Twentieth-Century Perth Regional architectural style.

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: Town of Victoria Park 2000 MHI

**Holy Name Convent School** **Place No.: 006**




| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 25 Marchamley Place | |
| Locality | Carlisle | |
| Landgate PIN | 1212837 | |
| Land Information | Lot 100 | Vol/Folio 2117/399 |
| | Plan/Diagram 94193 | Reserve – |
| GPS | 115.921, -31.9759 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 24864 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Church/ School |
| Current Use | Hall used for Church & School Community Meetings |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | 1937 |
| Walls | Rendered brick |
| Roof | Corrugated steel |
| Architectural Style | Inter War |

PHYSICAL DESCRIPTION

The Holy Name Hall/School is located at the corner of Marchamley Place and is bounded by the Holy Name Church and Holy Name Early Learning and Care Centre to the south and east, Fletcher Park to the west and bitumen road to the north. There are single storey residences further north of Marchamley Place.

The building is constructed of rendered and painted masonry walls and corrugated steel gable roof in the Inter War architectural style. Lettering to the gable on the west elevation reads, 'Holy Name Convent School'. The building can be accessed via an enclosed porch to the west elevation. The building has buttresses to the north and south elevations, timber battens to the roof eaves and a simple coining detail to the west elevation.

The building has been altered over time, including replacing timber framed windows with aluminium and the installation of solar panels to the north elevation.

| | |
|---|---|
| Condition | Good |
| Integrity | Medium |
| Authenticity | Medium |
| Date of Survey | 03/06/2020 |

HISTORICAL INFORMATION

The first Catholics came to the Carlisle area in 1896 and in 1899, Victoria Park was established as a parish with Carlisle being one of its outlying Mass stations. Carlisle continued as a Mass station until a Church school was built in 1937. At this time Carlisle became part of the new Belmont Parish.

The School and Church were run by the Sisters of Mercy.

When a new Church (Holy Name Church) was constructed in 1975, the original building became a Hall for parish meetings and school activities.

A plaque on the Holy Name Hall/School reads:
Holy Name Convent School
Opened by His Grace Archbishop Prendiville PP
On Oct 10th 1937
Rev Father O'Connor PP

The Holy Name School closed in 2011 after amalgamating with Notre Dame Primary School Cloverdale. The building was reopened in 2012 as Holy name Early Learning and Care Centre. The place continues to operate as a Childcare Centre in 2021.

Previous Place No.: C4
**Place No.: 006**

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Religion |
| Associations | • Archbishop Prendiville (Opened the Hall 1937) |
| Sources | • Ryan, C. 1977. (Oral Information)<br>• Foundation Plaque (Plaque) |

STATEMENT OF SIGNIFICANCE

The Holy Name Hall has cultural heritage significance for the following reasons:

- The place has historic and social value as a representative example of a c1930 dual purpose church and school, providing Catholic education to the community and playing an important role in the community's development; and

- The place has strong links with the Victoria Park parish and the Sisters of Mercy who have had association with Victoria Park since 1899.

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020




Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: Town of Victoria Park 2000 MHI

**Harold Hawthorne Senior Citizens Centre** **Place No.: 007**




| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 2 Memorial Avenue | |
| Locality | Carlisle | |
| Landgate PIN | 1053998 | |
| Land Information | Lot 2 | Vol/Folio 2083/172 |
| | Plan/Diagram62533 | Reserve – |
| GPS | 115.912, -31.9812 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 3887 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Community Hall & Aged Persons Homes |
| Current Use | Community Hall & Aged Persons Homes |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | 1968 |
| Walls | Face Brick (Cream/Blonde Colour) |
| Roof | Terracotta Tile |
| Architectural Style | Perth Regional |

PHYSICAL DESCRIPTION

The site includes an assortment of housing and community buildings of differing architectural styles and construction eras. The Centre occupies the majority of the block bound by Memorial Avenue to the west, Raleigh Street to the north, Lion Street to the east and Rutland Avenue to the south.

Buildings are generally constructed of cream coloured face brick wall and terracotta tile hip roofs. The main entry to the Centre is accessed via a covered walkway to Memorial Avenue.

Closest to the Rutland and Memorial Avenue intersection is the Carlisle Memorial Hall which is a blonde face brick constructed building with a gabled tile roof. The hall adjoins an administration centre which has a curved roof with profiled metal roof sheeting. The scale of both buildings are double height. The brickwork to the administration building is lighter and there are a series of white aluminium framed windows to the street elevation. These buildings are surrounded by single storey blonde face brick units with hipped tiled roofs. Landscaped gardens and pathways connect all buildings on the site.

The place provides care, housing and activity spaces for aged citizens.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | Medium |
| Date of Survey | 03/06/2020 |

HISTORICAL INFORMATION

The Harold Hawthorne Centre is built on the site of the Bickford Soldiers' Memorial Hall. The Hall was built in 1920 as Carlisle (formerly known as Bickford) began to rapidly expand after the war.

A plaque on the Carlisle Memorial Hall, a building within the Senior Citizens Centre, reads:

The Bickford Soldiers' Memorial Hall was built by voluntary labour in honour of all who enlisted from this district in the Great War 1914–1948. Opened by His Excellency the Governor Sire Francis Newdegate KCMC 5–6–1920.

This plaque is accompanied by a bronzed list of the fallen soldiers of WWI. The Hall was used by returned soldiers to learn a trade with morning and afternoon tea being supplied by local community residents. The Hall was also used as a movie theatre, weekly dances and badminton.

By 1968 the Hall had fallen into significant disrepair and was later demolished. The Carlisle Memorial Hall was built by the Perth City Council with cooperation from the previous hall committee.

The Senior Citizens Centre was designed by Architect M. J. Boyce and began construction in 1968 by builders Greenhalgh and Hewett Pty Ltd. The place was named Harold Hawthorne Senior Citizens Centre in honour of Harold Hawthorne's contribution to the Carlisle community.

Harold Hawthorne was a prominent businessman and citizen of Carlisle. He was known to the local community for his commitment to community serve and was involved in fundraising for charity. He became a City of Perth Councillor in 1950 to 1966 and also a Justice of the Peace.

The Centre was opened by the City of Perth Mayor, Mr T. Wardle, on 4 September 1969. During the 1980s facilities were expanded with homes being built for the aged. The refurbished Centre was opened by the Lord Mayor, the Right Honourable R.G. Withers, on 6 December 1991.

The Carlisle Memorial Hall is still owned by the Town of Victoria Park and leased by the Harold Hawthorne Centre. The hall is hired by people for weddings and 21st birthday celebrations but the Harold Hawthorne Centre are the major users, for bingo, daily meetings and indoor bowls.

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Community services & utilities<br>Outside Influences: World Wars and other wars |
| Associations | • Bickford Soldiers Association<br>• Harold Hawthorne (Perth City Councillor)<br>• Mick Lee (Perth City Councillor)<br>• M J Boyce (Architect) |
| Sources | • AU. 1995. Harold Hawthorne – His Story. (Newsletter)<br>• AU. 1996. History of Harold Hawthorne Centre. (Booklet)<br>• AU. DI. Studies Collection (Booklet)<br>• Prickett, J. DU. (Oral Information) |

STATEMENT OF SIGNIFICANCE

The Harold Hawthorne Senior Citizens Centre has cultural heritage significance for the following reasons:

- The place has historic and social heritage significance for its association with Harold Hawthorne and other caring community members for providing service to the aged citizens of the Carlisle district.

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020




Source: SCA 2020

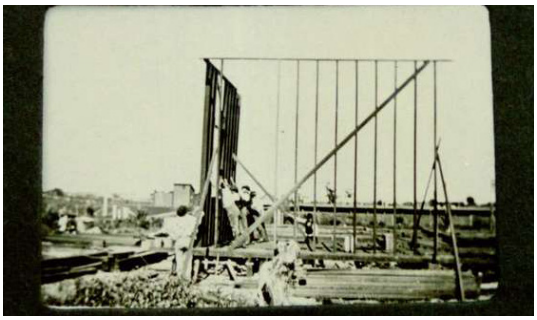
HISTORICAL PHOTOGRAPHS



Source: Town of Victoria Park 2000 MHI



PH00003-01 Ladies Committee supply tea to building volunteers of the Bickford Soldiers Memorial Hall
Source: Historypin.org



Workmen assembling the wooden framing of Bickford Soldiers Memorial Hall
Source: Historypin.org



PH00005-04 Bickford Soldiers Memorial Hall, Opening Day 5 June 1920
Source: Historypin.org



PH00005-03 Bickford Soldiers Memorial Hall, c. 1919 (nearly completed)
Source: Historypin.org



PH00005-05 Construction of the Bickford Soldiers Memorial Hall
Source: Historypin.org

Previous Place No.: C5

**Site of Infant Health Centre** **Place No.: 008**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 71 Oats Street | |
| Locality | Carlisle | |
| Landgate PIN | 168504 | |
| Land Information | Lot 13 | Vol/Folio 1200/400 |
| | Diagram 6627 | Reserve – |
| GPS | 115.97, -31.9866 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 1926 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Infant Health Care |
| Current Use | Vacant block |
| Other Use | Infant Health Care and Toy Library |

Previous Place No.: C5
**Place No.: 008**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1940s/50s |
| Walls | Face Brick |
| Roof | Clay Tile |
| Architectural Style | Post War |

PHYSICAL DESCRIPTION

In 2020 the site is vacant with some mature tree plantings to the street boundaries.

There are no remnants of the former building.

| | |
|---|---|
| Condition | - |
| Integrity | - |
| Authenticity | - |
| Date of Survey | 03/06/2020 |

HISTORICAL INFORMATION

Child Health Care became a concern to the WA Government in the early 1900s when the infant mortality rate was high. To solve the problem, nurses were appointed in 1913 to visit homes, follow up children with 'detected abnormalities' and to direct new mothers in the care of their children and themselves.

A more formal Infant Welfare Service (Motto: "keep well babies well") was established in 1921–22. However, specialised Infant Health training for nurses was not available in WA until 1927/28. The number of infant health centres rapidly increased during 1946–1950.

The Carlisle Child Health Centre was built under a government assisted programme by the City of Perth. The nurse's salary was paid by the Government Health Service. The introduction of Child Health Care to the Carlisle and Lathlain districts was a reassurance to new mothers who sought help for their babies.

In the 90s the Carlisle Child Health Centre continued to be run as a combined effort by the Bentley Health Service (State Government) and the Town of Victoria Park. The State Government provided a nurse to run both the Carlisle and Lathlain Centres. The nurse had three certificates, in General Nursing, Midwifery and Child Health. The Town of Victoria Park maintained the Clinic building during this time. The Centre also ran as a toy library during this time.

In June 2019 the building was demolished and in March 2020 the site remains vacant.

The Town of Victoria Park 2000 Municipal Heritage Inventory place record form for the former Health Centre provided the following description of the building:

The Carlisle Child Centre design is based on a utilitarian design repeated many times throughout the Perth metropolitan area. The walls are red brick and the roof is tiled.

Previous Place No.: C5
**Place No.: 008**

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Community services & utilities |
| Associations | - |
| Sources | • McPharlin, L. DU. (Oral Information)<br>• Holman, D. 1990. The History of Infant Health Centres and Child Health Services – Child Health Report. P.85–101 (Book) |

STATEMENT OF SIGNIFICANCE

The site of the Infant Health Centre (fmr) has cultural heritage significance for the following reasons:

- The place has historic and social heritage value as it reflects a period when child development became a significant issue for the WA Health Department and for the important role the Centre played in reassuring new parents about their children's well being; and

- The place has social value during 1998 when the Centre was also used as a Toy Library. This was a local community effort to provide a broad selection of educational and fun toys to enhance the development of children.

| | |
|---|---|
| Management Category | 4 |
| Level of Significance | Little |

ADDITIONAL PHOTOGRAPHS


Source: SCA 2020


Source: SCA 2020

HISTORICAL PHOTOGRAPHS




Source: Town of Victoria Park 2000 MHI

Previous Place No.: C1

**Carlisle Hotel** **Place No.: 009**




| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 168 Rutland Avenue | |
| Locality | Carlisle | |
| Landgate PIN | 1338231 | |
| Land Information | Lot 1 | Vol/Folio 42595 |
| | Diagram 582A 89 | Reserve – |
| GPS | 115.911, -31.9797 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 3886 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Bar and Hotel |
| Current Use | Bar and Hotel |
| Other Use | - |

Previous Place No.: C1
**Place No.: 009**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | 1940 |
| Walls | Painted Rendered Masonry |
| Roof | Terracotta Tile |
| Architectural Style | Inter War |

PHYSICAL DESCRIPTION

The Carlisle Hotel, located at 168 Rutland Avenue, Carlisle, is a two storey brick and clay tile hotel building on a corner lot located in a commercial zone. The immediate area surrounding the hotel is characterised by a mixture of predominately single storey residential buildings of federation/interwar bungalows and cottages, medium density developments, a retail strip (Archer Street), a community centre and a nearby school. The Carlisle Train Station is located opposite the Hotel on Rutland Street.

The Hotel building has painted brick and painted rendered walls, a hipped clay tile roof and a mixture of aluminium and original timber framed windows. The building is accessed from, a main entry door to the bistro and bar to the south façade; a secondary door to the bistro and bar on the north façade; the TAB entry or the door that connects the north-west carpark to the TAB side. There is a balcony facing Rutland Avenue and a small balcony, which appears to be original fabric, facing Wakefield Street on the east façade.

| | |
|---|---|
| Condition | Fair |
| Integrity | High |
| Authenticity | Medium |
| Date of Survey | 03/06/2020 |

HISTORICAL INFORMATION

The Carlisle Hotel was opened in 1940 and included a public bar and hotel lounge. Carlisle's Lounge was described as the following on its opening night in 1940:

...colour scheme which has been carefully carried out until all appointments of the large room match and contribute to the final effect of restful comfort. The furniture, upholstered in the dark red leather is unobtrusively modern. There is a plethora of glass topped tables and the walls are of apricot and cream textures. Draped curtains play their part to the full, and scrupulous attention has been paid to the blending doors, architraves and apple green finished skirtings.
(Time Gentleman p.144)

In 1942 the licensee of the Carlisle Hotel was Mr. Flohm. When Mr. Flohm volunteered for War service, his wife, Mrs. Dot Flohm, ran the Hotel. Mrs. Flohm retired from the Carlisle Hotel in 1974. Subsequent owners were Norm Parnum and Mal Atwell.

Previous Place No.: C1
**Place No.: 009**

| | |
|---|---|
| Historic Theme | Occupations: Hospitality & tourism |
| Associations | • D Flohm (Previous Owner) |
| Sources | • De Mori, C. 1984. Time Gentleman. Australian Hotels Association. Perth. (Book)<br>• Harmes, J. 1997. (Oral Information) |

STATEMENT OF SIGNIFICANCE

The Carlisle Hotel has cultural heritage significance for the following reasons:

- The place has aesthetic value as a prominent two storey Inter War building that is sited on a corner lot, adjacent to the railway; and

- The place has historic and social value having supplied a popular service to the Carlisle community and visitors.

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS




Source: Town of Victoria Park 2000 MHI

**East Victoria Park Post Office (fmr)** **Place No.: 010**




| SITE INFORMATION | | |
|---|---|---|
| Other Names | The Haven | |
| Street Address | 879 Albany Highway | |
| Locality | East Victoria Park | |
| Landgate PIN | 156992 | |
| Land Information | Lot 1 | Vol/Folio 123/264 |
| | Plan/Diagram 2589 | Reserve – |
| GPS | 115.904, -31.9861 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 3890 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Post Office |
| Current Use | Community Centre |
| Other Use | Educational Support, Employment and Training Services, Op Shop, Mental Health and Homeless Support Services |

Previous Place No.: EVP5
**Place No.: 010**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1946 |
| Walls | Metal Frame and Cladding |
| Roof | Corrugated Steel Roof |
| Architectural Style | Post War Period |

PHYSICAL DESCRIPTION

The fmr Post Office building is located on the corner of Albany Highway and Canterbury Terrace. Located to the south of the building is a car park area and to the east are other commercial tenancies.

The single storey building has a simple rectangular plan form with a low-pitched gable roof and projecting eaves. The exterior walls are predominantly clad with corrugated steel. Facing Albany Highway, the base of the walls are painted rendered masonry. The eaves have compressed fibre cement sheeting and the roof uses a profiled steel roof sheeting.

There is a centrally located roller door to the building off Albany Highway. This roller door is accessed via a central flight of tiled stairs with steel handrails to either side, painted red. A flat, light weight cantilevered awning is suspended over the stairs. The Canterbury Terrace elevation has a red painted double door entry with a similar flat cantilevered awning. Above the door is a red sign that reads 'The Haven' which is the current building name and indicates the building's use as a community centre. The Canterbury Terrace elevation has multiple horizontal windows that feature steel louvres for solar control. A smaller gabled roof extension is located to the south towards the car park. This extension has two door entrances facing the street and no openings facing the carpark.

Brick paving is used around the building and there is a small garden area to the north, facing Albany Highway. A former post box and a interpretative sculpture of a post box are located near Albany Highway. An inscription in the paving next to the sculpture states:

Canterbury. Albany. Victoria.
Names from other Worlds. Now our own.
You are at the message centre.
Watch the traffic move, people and cars.
Love. Labour. Commerce. News

A column symbolizing reconciliation with the colours of the aboriginal flag and the word 'Sorry' is located to the corner of Albany highway and Canterbury Terrace. Red bike racks are located near a mature tree on the corner to Canterbury Terrace.

| | |
|---|---|
| Condition | Good |
| Integrity | Low |
| Authenticity | Medium |
| Date of Survey | 03/06/2020 |

HISTORICAL INFORMATION

The East Victoria Park Post Office (fmr) was established as a temporary premises in 1946 and remained a post office until April 1995 when a new Post Office was opened as Australia Post on another site.

The historic red post box on the footpath outside the building is an interpretative piece that was installed on the site by the East Victoria Park Townscape Committee. The post box is accompanied by an urban art to the Cantebury side of the site that was designed by Malcolm McGregor called, 'The Bicycle'.

In 2020, the premises is occupied by The Haven Centre Inc. who offer community relief services for christmas hampers, educational support and employment & training services.

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Community services & utilities |
| Associations | - |
| Sources | • Chamber of Commerce. 1996. Victoria Park Business & Enterprise. (Booklet)<br>• Southern Gazette. 01/09/1992 (Newspaper Article)<br>• AU. 2015. Cast Iron Pillar Boxes of Western Australia: An Early History of the J & E Ledger Foundry Book. (Book) |

STATEMENT OF SIGNIFICANCE

The former East Victoria Park Post Office has cultural heritage significance for the following reasons:

- The place represents an era of custom built Post Offices which have now been replaced by service outlets in shopping centres or agencies in other stores.

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020


Source: SCA 2020



Source: SCA 2020




Source: SCA 2020




Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS




Source: Town of Victoria Park 2000 MHI



Source: Town of Victoria Park 2000 MHI

**Balmoral Hotel** **Place No.: 011**




| SITE INFORMATION | | |
|---|---|---|
| Other Names | Old Balmoral Hotel; Balmoral Tavern; Boulevard Hotel; Babylon Hotel | |
| Street Address | 899–901 Albany Highway | |
| Locality | East Victoria Park | |
| Landgate PIN | 11134816 | |
| Land Information | Lot 144–149 & 264 | Vol/Folio 1880/807 |
| | Plan/Diagram 2042 | Reserve – |
| GPS | 115.904, -31.9872 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 2175 |
| Previous MHI | 2000 |
| Other Listings | RHP – Assessed – Below Threshold (1999) |

| PLACE TYPE | |
|---|---|
| Original Use | Hotel |
| Current Use | Bar and Restaurant |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1930s |
| Walls | Rendered Masonry |
| Roof | Terracotta Tile |
| Architectural Style | Inter War |

PHYSICAL DESCRIPTION

The two storey Hotel is constructed of masonry walls and a Marseille terracotta tiled hip roof in the Inter War architectural style. The building is located on a corner and addresses both Albany Highway and Westminster Street; however, the Hotel is accessed via doors to the truncated corner or doors located further along the Albany Highway elevation. There is a mural to the Westminster Street elevation which reads,

ENJOY A BEER IN THE BACKYARD AT
BALMORAL
ALBANY HWY VICTORIA PARK

An outdoor area has been created along Albany Highway and is bounded by rendered masonry piers and iron infill fence.

There is a return balcony to the first floor level of the building that runs the length of the north and east elevations. The balcony is constructed of square timber posts with decorative brackets and a Marseille terracotta tiled hip roof. There is a gable roof above the balcony to the truncated corner with timber panelling. The balcony balustrade is solid timber panels.

A verandah with the same proportion as the balcony above, conceals much of the ground floor elevation from the street. There is an archway to the centre of the verandah on Albany Highway. Further south of the archway is a double timber framed door with leadlight glazing to sidelights and a fanlight.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | Medium |
| Date of Survey | 03/06/2020 |

HISTORICAL INFORMATION

The Balmoral Hotel was opened in the 1930s and was built for the Richmond Brewery Co. The Hotel was named after a nearby street (Balmoral Street) and was built in stages.

The place was renamed the 'Boulevard' and in 1995, renamed again as the 'Babylon Hotel'. Since 1995 the place has been renamed to the original name, 'Balmoral'.

Historically, the place offered accommodation, food and alcohol. The place no longer offers accommodation and the hotel rooms are now used as storage.

Previous Place No.: EVP1
**Place No.: 011**

| | |
|---|---|
| Historic Theme | Occupations: Hospitality & tourism |
| Associations | - |
| Sources | • Chambers, G. 18/02/1997. (Oral Information) |

STATEMENT OF SIGNIFICANCE

The Balmoral Hotel has cultural heritage significance for the following reasons:

- The place historic and social value for its long association with the East Victoria Park community; and
- The place has aesthetic value as a prominent corner building with characteristics of the Inter War architectural style.

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



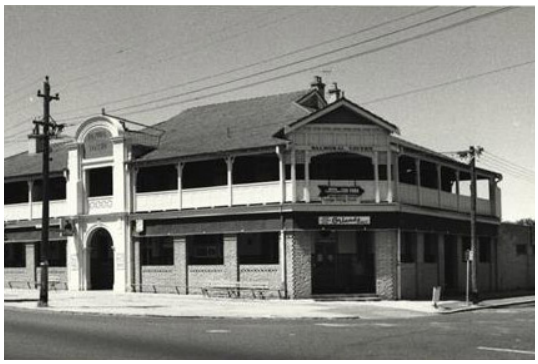

Source: Town of Victoria Park 2000 MHI




Source: Town of Victoria Park 2000 MHI



Source: Town of Victoria Park 2000 MHI



Source: Sharr, F. A (Inherit Online Database)




Source: Sharr, F. A (Inherit Online Database)

**Carson Street School** **Place No.: 012**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | Millen Occupation Centre; Millen Special School | |
| Street Address | 19 Carson Street | |
| Locality | East Victoria Park | |
| Landgate PIN | - | |
| Land Information | Lot – | Vol/Folio 1 – |
| | Plan/Diagram- | Reserve – |
| GPS | | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 03888 |
| Previous MHI | 2000 |
| Other Listings | |

| PLACE TYPE | |
|---|---|
| Original Use | School |
| Current Use | School |
| Other Use | - |

Previous Place No.: EVP2

**Place No.: 012**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1930s |
| Walls | Face Brick and Rendered Masonry |
| Roof | Terracotta Tile and Profiled Sheet Metal |
| Architectural Style | Inter War |

PHYSICAL DESCRIPTION

The Carson Street School comprises single storey Inter-War Free Classical style brick and render buildings. The buildings have contemporary hipped profiled sheet metal roofs. Classroom have large white painted sash windows with multiple panes. The buildings have a cloister design with grassed and bitumised quadrangles.
The school's main access is off Caron Street. The school is located within a residential area and is surrounded by mature trees.

There is a covered play area to the east and a car park to the west side of the site.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | Medium |
| Date of Survey | 03/06/2020 |

HISTORICAL INFORMATION

The Carson Street School was formerly known as the Millen School. According to old journals kept by the principal, the School opened on 7 September 1936 with an enrolment of 63 children. The school was converted to a school for children with disabilities in 1996 under the name Millen Occupation Centre and then Millen Special School.

Information from Mrs Eiler Pitt, who taught at the school from 1967–1977, states that the pupils of Carson Street School came from Minbillup Special School (also in Victoria Park). Minbillup was one of the first special needs schools in the district and catered for all aged children. Minbillup was closed due to unsuitable facilities, when Millen Primary School became available. The older children, twelve and over went to South Kensington and the primary school children were relocated to Carson Street.
The population of Millen Occupation Centre when it opened in 1967 was approximately 80–90 pupils with 12 students per class. The principal at the time was Miss L Povey. Unlike today (2000) there was very little equipment made for children with disabilities. This pressed the teachers into creating their own purpose built aids.

In 1985, in an attempt to overcome the negative effects of labelling, it received its present name Carson Street School. Extensive renovations were undertaken in the 1990s to update the facilities.

Carson Street School was one of the first schools to be granted Independent Public School status in 2010, and was also selected as one of the first Teacher Development Schools in Western Australia.

The school community is justifiably proud of this formal recognition of its programs and practices.

Carson Street School is adapting its facilities and services to the current inclusive educational climate, and the school aims to play a positive role in the education of special needs students in the future.[1]

1 Carson Street School (website) https://carsonst.wa.edu.au/about/

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Education & science |
| Associations | - |
| Sources | • Principal of Carson Street School- Oral History" (1997)<br>• "Eiler Pitt, Former Teacher- Oral Histroy" (1997)<br>• "Carson Street School – School Development Plan 1991–1999" |

STATEMENT OF SIGNIFICANCE

The Carson Street School has cultural heritage significance for the following reasons:

- The Carson Street School has aesthetic, historic and social heritage significance. Though a number of buildings have been added to the original school most of the design details have been in keeping with the first buildings.
- The school has a long history with the area and for the past three decades has supplied a vital education for children with a disability. Social heritage value is found in the many associations people of the Victoria Park district have had with the school.

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some |

HISTORICAL PHOTOGRAPHS



Source: 2000 MHI



Source: 2000 MHI

**Edward Millen Hospital** **Place No.: 013**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | Hillview; Edward Millen Home; Rotunda Maternity Hospital | |
| Street Address | 15 Hillview Terrrace | |
| Locality | East Victoria Park | |
| Landgate PIN | 11320297 | |
| Land Information | Lot 5 | Vol/Folio 1670/589 |
| | Plan/Diagram 65739 | Reserve – |
| GPS | 115.908, -31.9931 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 2176 |
| Previous MHI | 2000 |
| Other Listings | Heritage Agreement (2005)<br>Heritage List (1998)<br>State Register of Heritage Places (1999) |

Previous Place No.: EVP4

**Place No.: 013**

| | |
|---|---|
| PLACE TYPE | |
| Original Use | Maternity Hospital |
| Current Use | Unoccupied |
| Other Use | Tuberculosis Sanatorium |
| | |
| CONSTRUCTION DETAILS | |
| Construction Date | 1912 |
| Walls | Face Brick |
| Roof | Terracotta Tile |
| Architectural Style | Federation Queen Anne |

PHYSICAL DESCRIPTION

The Edward Millen Hospital is a two storey building located within a large parkland, known as Edward Millen Reserve, and generously set back from Albany Highway. The building is accessed via a central bitumen driveway form the street. The driveway is lined with mature tree plantings.

The building is constructed of red brick walls and a terracotta tile hip roof in the Federation Queen Anne architectural style. There are painted rendered archways and detailing to the front (north east) elevation. There is a return verandah to three sides of the main building with a balcony of similar scale above. The verandah is supported by painted steel columns and the balcony is supported by painted turned timber posts and a terracotta tile roof that extends from the main hip roof. There is a decorative iron balustrade and corner brackets to the balcony.

There is a central tower above the main entry with painted timber frame arched windows and rendered sills.

There are a series of later additions to the rear of the building that are constructed of red brick walls and corrugated steel roof.

There is an electrical fence surrounding the building.

| | |
|---|---|
| Condition | Good |
| Integrity | Medium |
| Authenticity | High |
| Date of Survey | 03/06/2020 |

HISTORICAL INFORMATION

Elizabeth Baillie purchased Canning Location 2 in 1911. The site was approximately twice the size of the present site, extending from the present Albany Highway to Devenish Street and between Hill View Terrace and Baillie Avenue. She was already practising as a midwife in the area, and went on to have the new maternity hospital constructed on the site from May 1912, and probably completed early in the following year. It was called the Rotunda Hospital and was modelled on the maternity hospital of the same name in Dublin. It continued to function as a maternity hospital until 1919.

Immediately after World War One ended in late 1918, an epidemic of pneumonic influenza, also known as Spanish influenza, swept the world. From 7 June 1919, when the Rotunda Hospital was opened to receive influenza patients, to 19 September 1919, when it was closed, 186 patients were treated at the place, with an average stay of 13 to 22 days, and of whom 170 were discharged and 16 died. It has not been possible to establish whether the place returned to use as a maternity hospital after it was closed to influenza cases.

In 1920, the place was taken over by the Commonwealth Government on behalf of the Department of Repatriation, renamed the Edward Millen Home and was developed for use for tubercular care. New wards were developed for the patients and shortly after these were completed the Rotunda Hospital was converted to staff accommodation. The new works included wards, a fumitory, and orderly accommodation. In 1935, the land was divided in almost equal portions by the extension of Berwick Street from Baillie Avenue to Hill View Terrace. Further additions were made to the Rotunda Hospital at this time, and further wards added to the hospital section. The place remained in use for tubercular care until 1939.

From 1939 to 1942, the place continued to operate under the management of the Repatriation Commission. The in 1942, management of the place was transferred to Perth Public Hospital (later to become Royal Perth Hospital). In the subsequent period to April 1949, both returned servicemen and civilians suffering from tuberculosis were admitted as patients at Edward Millen Home. Further works undertaken in this period included the night nurses' quarters and the emergency operating theatre completed in 1942. The place was handed back to the Repatriation Commission in 1949 and remained with them until 1982, during which time a number of improvements were made to the property, but by 1961 it was no longer required for tubercular treatment and was changed to geriatric care. During this period, further additions were made to the place and additional structures located on the sire, including the psychiatric restorative unit.

In 1982, the place was transferred from Repatriation to the State's Mental Health Service and further upgrades of a minor nature were undertaken. The place was used for child and adolescent mental health purposes and was shared with facilities for autistic children, with Hillview Clinic serving the needs of the former and the Mildred Creak Centre the latter. By 1995, only the autism remained as other services were transferred to Bentley Hospital.

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Health |
| Associations | - |

| Sources | • Southern Gazette. 17/03/1992. (Newspaper Article)<br>• Louch, T S. The Early History of the Site of the Edward Millen Home. (Article)<br>• AU. DU. Hillview. (Pamhlet)<br>• Heritage Council of Western Australia. 1996. Australian Heritage Commission Assessment. (HCWA Assessment Documentation) |
|---|---|

STATEMENT OF SIGNIFICANCE

Edward Millen Home (fmr), a complex of hospital buildings comprising the former Rotunda Hospital (1912), a brick and tile building in the Federation Queen Anne style, fumatory building (1921) and former ward block (1921; 1936), set in landscaped grounds, has cultural heritage significance for the following reasons:

- The place has aesthetic value due to the relationships between the former Rotunda Hospital and former ward block and their formal landscaped setting, including the formal, tree-lined approach;
- Through an understanding of the buildings and landscape elements, the place has the potential to illustrate various aspects of the development of health care in Western Australia from 1912 to 1997;
- The place makes a contribution to the sense of place of those who have had associations with the place as a maternity hospital, sanatorium, psychiatric clinic and centre for autism;
- The quality of the architectural detailing retained in the former Rotunda Hospital and in the former ward block is of value;
- The former Rotunda Hospital is of aesthetic value as a fine example of Federation Queen Anne architecture, displaying internal and external detailing. It has landmark quality within in the site;
- The Rotunda Hospital, established by midwife Elizabeth Baillie in 1912, provided women with an alternative to home birth. The Rotunda Hospital was established four years before King Edward Memorial Hospital, Western Australia's first public hospital for women;
- The site has value to the local community for the social amenity the park provides;
- The Rotunda Hospital is a rare example of a hospital built in a residential style, located close to the city on a large site which has generally retained its original building and landscape qualities; and,
- The place is representative of the type of rehabilitative care provided for ex-servicemen and tuberculosis in Western Australia. Due to the extent of original fabric remaining, the place is more authentic than other sites of a similar nature.
- The Hillview Clinic (1968) and W E Robinson units (1983) were established to cater for the treatment and care of autistic children. These buildings contribute to understanding the development of the place as a health care site.

| | |
|---|---|
| Aesthetic Value | The Rotunda Hospital is a fine example of a building constructed in the Federation Queen Anne style. The form and proportions of the building make a balanced composition. The building features good examples of internal detailing, including the jarrah staircase, metal ceilings, tiled fireplaces and stained glass.<br><br>The former ward block is an aesthetically pleasing structure, although in a less 'grand' style than the main building. The glazed walls to the original wardrooms, with wide verandahs looking down over the landscaped site contribute to the aesthetic value of the place.<br><br>The large site, including parkland adjacent to Albany Highway, makes an aesthetic contribution to the area.<br><br>The prominent location of the former Rotunda Hospital building, with vistas down the tree-lined entrance driveway and across the landscaped site, is a major contributing factor to the aesthetic value of the place.<br><br>The mature formal landscape planting along the entrance driveway makes a major contribution to the landmark quality of the original building and site.<br><br>The landscape setting of Edward Millen Home (fmr) is valued by the community as an attractive, green open space, the lower half of which is accessible for recreation. The landscape elements make an important contribution to the streetscape of Albany Highway, providing a welcome contrast to the otherwise intensively built surroundings.<br><br>The landscape elements are important integral components of the site, as they collectively provide a consciously designed setting for the hospital which has been largely respected during the subsequent development of the site. |
| Historic Value | The extent of the site and the original Rotunda Hospital building are representative of the development of the area in the early decades of the twentieth century. The Rotunda Hospital was the only maternity hospital in the area when it was constructed.<br><br>The siting of the Rotunda Hospital on the elevated portion of the illustrates issues of hospital design in the early twentieth century, when emphasis was placed on fresh air and ventilation.<br><br>The ward block and fumatory, built in 1921, are representative of the efforts of the Commonwealth Government in providing health care for ex-servicemen suffering from tuberculosis following World War I. The site operated as a repatriation hospital from 1921 until 1960. |

| | |
|---|---|
| | The site has been used for a variety of health related purposes since the Rotunda Hospital was first established as a maternity hospital in 1912. The site was taken over by the State Government during the Spanish Influenza epidemic in 1919 and was compulsorily acquired by the Commonwealth Government as a repatriation hospital for the treatment of tuberculosis following World War One. The place operated as a repatriation hospital under 1960. Between 1968 and 1971, the place operated as 'Hillview Clinic', a 'Restoration Centre' for psychiatric patients. From 1971 to 1979, it was used primarily for physiotherapy and occupational therapy. Between 1979 and 1997, the Mildred Creak Centre for autistic children operated from the former ward block.<br><br>Elizabeth Baillie, one of the first group of registered midwives in Western Australia, was responsible for the construction of the original hospital building and was its first Matron. She has been remembered through the naming of Baillie Avenue. The construction of a maternity hospital made a contribution to the development of the area and represents an important phase in the history of maternity care in Western Australia. The Rotunda Hospital was established four years before King Edward Memorial Hospital, Western Australia's first public hospital for women.<br><br>The place is of historic significance for its associations with Mildred Creak, a well-known practitioner in the care of autistic in Western Australia in the 1960s and 1970s. A centre for the treatment and care of autistic children operated on the site from 1979 to 1997.<br><br>The landscape elements of Edward Millen Home (fmr) provide a consciously designed setting of the hospital which illustrates various aspects of health care in Western Australia from 1912 to 1997. These elements include: the layout of the grounds with its main drive, avenue planting and the grouping together of the buildings on the high ground well back from the Highway; planting remnants which are evidence of the major landscape development of the site completed on the advice of the Superintendent of King's Park in 1920; and, open lawn areas which are evidence of the development and use of the site for the care and treatment of tubercular patients. |
| Scientific Value | The existence of the sputum destructor and fumatory provide evidence of medical technology in the inter-war period, in particular the care of patients suffering from tuberculosis. |

| | |
|---|---|
| Social Value | The place has social significance for those members of the community who remember it as the Rotunda Maternity Hospital.<br><br>The place has social significance to those associated with the Edward Millen hospital during its years as a repatriation hospital and sanatorium. It is of significance to those who were patients, staff and volunteers of the hospital and to members of the community for whom the place holds memories of family and friends who died there.<br>The place has social significance for those associated with the Mildred Creek Centre and Hillview Hospital, either as patients, staff, volunteers, family and friends associated with the hospital's caring role in the community.<br><br>The site has value in the local community for the amenity of the public park and the potential amenity of the buildings.<br><br>The place contributes to the sense of place of the community, having existed as a large landscaped area since 1912. |

| | |
|---|---|
| Management Category | 1 |
| Level of Significance | Exceptional |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



c1920s Photograph
Source: Historypin.org



BA1271/215: Rotunda Hospital, East Victoria Park, where influenza was treated, 1919
Source: SLWA



Source: Town of Victoria Park 2000 MHI



Source: Town of Victoria Park 2000 MHI

**Our Lady Help of Christians Catholic Church** **Place No.: 014**




| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 68 Balmoral Street | |
| Locality | East Victoria Park | |
| Landgate PIN | 12145677 | |
| Land Information | Lot 50 | Vol/Folio 1649/778 |
| | Plan/Diagram 64921 | Reserve – |
| GPS | 115.904, -31.9921 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 3893 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Church |
| Current Use | Church |
| Other Use | - |

Previous Place No.: EVP8
**Place No.: 014**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | 1960 |
| Walls | Face Brick |
| Roof | Clay Tile |
| Architectural Style | Post War Ecclesiastical |

PHYSICAL DESCRIPTION

Our Lady Help of Christians Catholic Church is located on the corner of Berwick Street and Camberwell Street. The blonde face brick Church has a dark tile gable roof. The gable end faces towards Camberwell Street and includes a large stained glass window. The south elevation facing Berwick Street is largely blank with face brick and steel downpipes at regular intervals providing articulation to the facade. A window with a concrete brise soleil is located to the east end of the south facade.

A smaller, blonde face brick, gabled roof building is located to the north of the Church. The two building as connected by an enclosed walkway. Shading is provided to this walkway by a steel roof supported by steel columns. A low blonde brick wall is located to the corner of the site and runs along Berwick Street. There is a perimeter hedge and a grassed area surrounding the Church.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | High |
| Date of Survey | 26/08/2020 |

HISTORICAL INFORMATION

The Our Lady Help of Christians Church (OLHOCC) started along with a school in 1935. The parish was set up by Archbishop Prendiville. The school, with Sisters of Mercy staff, began in 1936. The hall built on the school premises (opened 8 Dec. 1935) had a multifunctional use. During the week it was used for school classes and on the weekend for parish purposes and worship under the ministrations of Frank O'Connor who served as Parish Priest from 1935–1971.

It is hard to separate the history of the church from the history of Our Lady Help of Christians Primary School. In 1950 the Sisters of Mercy built a convent on the premises. In 1963, the Christian Bros, (also living at the school) took over the education of boys from Year 8–10 starting St Francis Xavier College. When OLHOCC school combined with St Francis Xavier College in the 1970s it became known as Xavier College but the Church kept the name OLHOCC. In 1960 after much hard work, the Church that stands today was opened. The parish members' contributions allowed the Church to be opened free of any outstanding debts. It was opened on 8 December, exactly 25 years after the opening of the Church Hall. The Church continues to serve the parish and school including the school population of Ursula Frayne Co-Educational College.

Ursula Frayne College was erected by the amalgamation (not without controversy) of Xavier College and St Joachims' in 1990. In 1998 the school and parish were tended by Fr Brian Harris, who in his 13 years as Parish Priest has instigated extensions to include a meeting hall to the side of the Church. The hall is used every day for a variety of purposes including playgroups and senior citizens meetings.

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Religion |
| Associations | - |
| Sources | - |

STATEMENT OF SIGNIFICANCE

Our Lady Help of Christians Church has cultural heritage significance for the following reasons:

- The place has historic and social value for its long association with the East Victoria Park Catholic community.

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020




Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: Town of Victoria Park 2000 MHI



Source: Town of Victoria Park 2000 MHI

Previous Place No.: EVP9

**Residence** **Place No.: 015**



| | | |
|---|---|---|
| SITE INFORMATION | | |
| Other Names | - | |
| Street Address | 81 Basinghall Street | |
| Locality | East Victoria Park | |
| Landgate PIN | 1360636 | |
| Land Information | Lot 55 | Vol/Folio 1323/593 |
| | Plan/Diagram 3844 | Reserve – |
| GPS | 115.898, -31.9888 | |

| | |
|---|---|
| HERITAGE LISTINGS AND SURVEYS | |
| DPLH inHerit Database | 3894 |
| Previous MHI | 2000 |
| Other Listings | - |

| | |
|---|---|
| PLACE TYPE | |
| Original Use | Residence |
| Current Use | Residence |
| Other Use | - |

Previous Place No.: EVP9
**Place No.: 015**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | 1904 |
| Walls | Painted Brick |
| Roof | Corrugated Steel |
| Architectural Style | Federation Bungalow |

PHYSICAL DESCRIPTION

81 Basinghall Street is a single storey, painted brick dwelling with a symmetrical facade and corrugated steel roof. The main roof line includes a return verandah that is supported by turned timber posts with decorative iron lace.

A c1974 extension is located to the rear of the dwelling. The windows are vertical sash. The brick chimneys have large corbelled cappings with a terracotta chimney pot on one.

The house is located on the rise of Basinghall Street and is set back from the street. The front garden to the property includes a number of mature trees.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | Medium |
| Date of Survey | 24/08/2020 |

HISTORICAL INFORMATION

This house, with a commanding position in Basinghall St, was originally built on a property of approximately four acres, in 1904. It was built for the Guy family. In 1913 the house was bought by Mrs E Barbour, apparently from the Methodist Church. Some of the land was sold in 1955. The remaining block is close to 3,000 sq metres. Alterations at the rear of the house were completed in 1974 by the 1998 owners.

| | |
|---|---|
| Historic Theme | Occupations: Domestic activity |
| Associations | • Guy Family<br>• Mrs E Babour |
| Sources | • Smith, D. 1998. (Oral Information) |

STATEMENT OF SIGNIFICANCE

The residence, located 81 Basinghall Street, has cultural heritage significance for the following reasons:

- The place has aesthetic value as an example of a single storey residence constructed in the Federation Bungalow style of architecture.

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: Town of Victoria Park 2000 MHI



Source: Town of Victoria Park 2000 MHI

**Hillview Terrace Bushland** **Place No.: 016**




| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | Cnr Hillview Terrace and Berwick Street | |
| Locality | East Victoria Park | |
| Landgate PIN | 244058 | |
| Land Information | Lot – | Vol/Folio – |
| | Plan/Diagram – | Reserve – |
| GPS | 115.907, -31.9945 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 4529 |
| Previous MHI | 2000 |
| Other Listings | Register of the National Estate (Indicative)<br>Classified by the National Trust (October 1995) |

| PLACE TYPE | |
|---|---|
| Original Use | Urban Bushland |
| Current Use | Urban Bushland |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | - |
| Walls | Timber Totem Poles |
| Roof | - |
| Architectural Style | - |

PHYSICAL DESCRIPTION

The Hillview Terrace Bushland is a natural bush area bounded by Hillview Terrace to the east, Berwick Street to the south, single and two storey face brick buildings to the west and a bitumen driveway to the north. There are single storey residences further north of the driveway.

The block is a remnant Banksia woodland with many varieties of native plants including kangaroo paws, banksias, and eucalypts in Bassendean Sand soil. Eighty three (83) plant species were identified on the site during an inspection in the early 2000s. Plants like Nuytsia floribunda and Banksia ilicifolia which are facing local extinction are present on the block.

There are two easements:
1. Access driveway, and
2. Land for SECWA/Western Power pylons running along Hillview Terrace.

Hillview Bushland is the site of a series of Aboriginal totem poles made from pine logs and painted. They are arranged in a geometric design set back from the road.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | High |
| Date of Survey | 03/06/2020 |

HISTORICAL INFORMATION

In 1995, Jerry Morrison, a Noongar man, erected a series of painted poles on the site to represent the ancestral being of Nyarrin (echidna). According to Aboriginal Dreamtime legend, the Nyarrin laid the foundation of Western Australia's Bushland. Mr Morrison was approached by a local conservation group to create the sculpture.

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Environmental awareness<br>People: Aboriginal People |
| Associations | - |
| Sources | • Deague, P. DU. (Oral Information)<br>• National Trust of Australia. c1990s. (Assessment Documentation)<br>• AU. 1995. Southern Gazette Newspaper. (Newspaper Article) |

STATEMENT OF SIGNIFICANCE

The Hillview Terrace Bushland has cultural heritage significance for the following reasons:

- The place has social value as it is highly valued by the local people in the area as it is the last area of remnant bushland in a residential area which is steadily becoming denser owing to subdivision of larger blocks. The area is used for a range of recreational activities walking, picnicking on the edges, photography and bird watching; and

- The place has scientific value as two biological studies have been undertaken in the area, one to assess the fauna, the other a plant inventory. A variety of flora grows in the area, which is overseen by a community group, 'Friends of Hillview'. Care is taken to facilitate bush regeneration and weeding is undertaken in the area.

| | |
|---|---|
| Scientific Value | Only two biological studies have been done specifically on the bushblock (as far as the 'Friends' group knows):<br><br>1. Pit Trapping and Observations by Margaret Turpin of the WA Museum.<br>2. The Plant Inventoiy<br><br>These are of great value, but a great deal more should be done. Because Banksia woodlands are very poorly conserved in the Perth area, the "Friends" will monitor this one carefully and intends to monitor its progress. The Friends of Hillview Terrace Bushblock is enlisting the required expert help to manage the block for the conservation of flora and fauna.<br><br>Mike Stokes has done the course on Bush Regeneration given by APACE and is directing the working party which is weeding and replanting the edges of the block. Other group members are informing themselves on various aspects of the block and its ecology. In the future, we may need to undertake the Bradley method of weeding, but are cautious about unnecessary interference.<br><br>Probably the main foreseeable scientific value of this block is the monitoring of the regeneration of small bush remnants in the Perth metropolitan area. Research on the survival of wildlife species in such small areas is also important. |

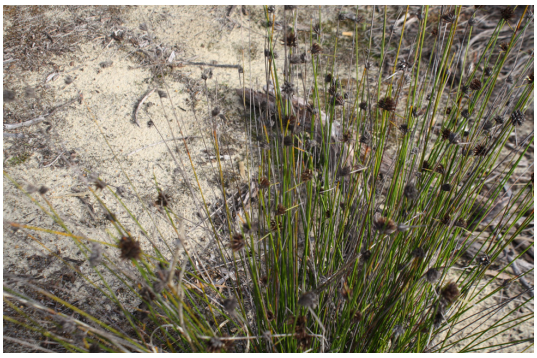
| | |
|---|---|
| Social Value | The number of older people living nearby is significant because these people have seen the area change. The bushblock is extremely important to them because it is the last of their shrinking natural heritage. It is an exciting place for young children to go. They really enjoy walking through with the adults and picnicking on the edges. For adults there is walking, photography, bird watching and generally just "getting away from it all".<br><br>More active roles are also available in management, biological studies and art. It is not promoted as a tourist resource but, as with all such areas, it can contribute to the picture of WA as the " Wildflower State" for which it is justly famous. "Friends" group members are often on hand to answer visitors' questions about the flora and fauna that they see. The block is easy to reach by public transport. |
| Management Category | 1 |
| Level of Significance | Exceptional |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020


Source: SCA 2020


Source: SCA 2020


Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: Town of Victoria Park 2000 MHI



Source: Town of Victoria Park 2000 MHI



Source: Town of Victoria Park 2000 MHI

**Kate Street Reserve & Surrounding Houses** **Place No.: 017**




| SITE INFORMATION | | |
|---|---|---|
| Other Names | Kate Street Park | |
| Street Address | 14 & 16 Kate Street; 9, 13, 15, 21 & 23 Lake View Street; 226 Shepperton Rd; and 10, 12, 14, 16, 18, 20, 24, 26 & 28 Norseman Street | |
| Locality | East Victoria Park | |
| Landgate PIN | 170163 | |
| Land Information | Lot – | Vol/Folio – |
| | Plan/Diagram – | Reserve – |
| GPS | 115.908, -31.9836 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 3891 |
| Previous MHI | 2000 |
| Other Listings | - |

Previous Place No.: EVP7
**Place No.: 017**

| | |
|---|---|
| PLACE TYPE | |
| Original Use | Parkland |
| Current | Parkland |
| Other Use | - |
| | |
| CONSTRUCTION DETAILS | |
| Construction Date | 1920s |
| Walls | - |
| Roof | - |
| Architectural Style | - |

PHYSICAL DESCRIPTION

Kate Street Reserve is a manicured parkland bounded by Kate Street to the north east, Norseman Street to the south east, Bickford Lane to the south west and Lake View Street to the north west. The reserve is comprised of playground equipment, seating and public artwork. The reserve is bounded by a steel and concrete fence to all sides and mature tree plantings of Eucalypt, Ficus and Melaleuca.

In the streets the surround the park include number of timber worker's cottages mixed in with new developments.

The public artwork located to the south of the reserve was installed in October 2015. There is a plaque to the base of the artwork that reads:

Town of Victoria Park
Public Art
Artist: Abdul-Rahman Abdullah
Title: Everything is True

'Everything is True' is a monument to the idealised perceptions of childhood. Exalting fact with the fervour of faith, this work celebrate the aspirations of a boyhood spent in the company of giant lizards, action figures and the endless hunt for lost civilisations.

Opened: 19 October 2015
www.victoriapark.wa.gov.au
www.abdulrahmanabdullah.com

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | High |
| Date of Survey | 24/08/20 |

Previous Place No.: EVP7
**Place No.: 017**

HISTORICAL INFORMATION

Kate Street was likely named after the Lady Kate mine at Callion, west of Menzies in the Eastern Goldfields. The streets surrounding and including what was to become Kate Street Reserve were laid out and first offered for sale in 1904. The eight lots that now comprise Kate Street Reserve were all purchased by a Murchison goldfields publican, Thomas Walter Orchard. The surrounding streets to the Kate Reserve include names from the goldfields. As 'Lake View', 'Norseman', 'Boulder', 'Ivanhoe '(Cardiff Street's original name before Victoria Park's merger with Perth in 1917), 'Bank' of England, Royal 'Mint' and Royal 'Dane') were all Goldfields mines, it is likely that Kate Street was also named after a mine, in this case, Lady Kate mine at Callion which was operating as early as 1896.

All eight lots were put up for sale by the original owner in October 1914. They were purchased by the Victoria Park Municipal Council in late 1914 or early 1915 for recreational use.
The reserve was first cleared in c1915 – 1916.

The first mention of Kate Street Reserve in the press was on 7 January 1916 (Daily News), indicating that the land for the reserve had just been cleared:

> "Within the area administered by [Victoria Park] are situated the Goodwood and Belmont racecourses, and 4,300 acres have been left for recreation purposes. Of these lands, a good area has been purchased by the council, or acquired by gifts to the people, Including the recreation ground at Cecil-street, two acres on the south side of the Causeway that are being gradually filled and planted with grass, bowling greens, and tennis courts, and other small lots scattered throughout the town, and two acres in Victoria Park East (Kate-street) that have just been cleared, as well as five acres in North Bickford."

In 1913, land was opened for selection for Workers' Homes (West Australian 3 and 10 May, 1913) on Kate and Carnarvon Streets. These were to become 2, 4, 6, 8 and 10 Kate Street, and 71, 73, 75, 77 and 79 Carnarvon Street. The Workers' Homes Board was the forerunner of the State Housing Commission.

Today (2021), nine of the ten Workers' Homes Board houses which were built around 1914–1915 are still standing. 77 Carnarvon Street has been demolished. All of the Workers' Homes Board houses in Kate Street still exist. The Workers' Homes Board houses in Kate Street predate the timber cottages of 14 Kate Street (first occupied 1924) and 16 Kate Street (first occupied 1923) by 8 years or more.[1]

1 Information provided by Howard Rainford, resident of 4 Kate Street, East Victoria Park (2021)

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Sport, recreation & entertainment<br>Occupations: Domestic Activities<br>Land allocation & subdivision |
| Associations | Thomas Walter Orchard |
| Sources | Howard Rainford, resident at Kate Street, East Victoria Park (2021) |

STATEMENT OF SIGNIFICANCE

The Kate Street Reserve has cultural heritage significance for the following reasons:

- Kate Street Park provides the central focus for the surrounding residences, many of which are timber worker's cottages. The park and the houses together form a quiet, character precinct which has aesthetic and social value.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: Town of Victoria Park 2000 MHI



Source: Town of Victoria Park 2000 MHI



Source: Town of Victoria Park 2000 MHI

**Somerset Street Pool** **Place No.: 018**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 42 Somerset Street | |
| Locality | East Victoria Park | |
| Landgate PIN | 11833301 | |
| Land Information | Lot – | Vol/Folio – |
| | Plan/Diagram – | Reserve – |
| GPS | 115.913, -31.988 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 3895 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Pool |
| Current Use | Pool |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | 1966 |
| Walls | - |
| Roof | - |
| Architectural Style | Late Twentieth-Century Late Modern |

PHYSICAL DESCRIPTION

Somerset Street Pool is nestled on 5 acres of tree lined property. There are two 50 metre pools, one dedicated to lap swimming, competition and club activities. The other is a public pool. Young children use a shallow toddler play pool. The foyer/reception area has had a customer orientated upgrade to make facilities more welcoming.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | Low |
| Date of Survey | 27/08/2020 |

HISTORICAL INFORMATION

For decades Somerset Pool has been utilised by many local people as well as visitors, swimming for both recreational and competition purposes. The pool has strong links with the Empire Games (now the Commonwealth Games) and was built by the Perth City Council in 1965. Alterations to the pool include a second (and deeper) 50 metre pool and, more recently, a sun sensitive cover. The covers are a response to the need for skin cancer protection which has also caused a decline in the clientele of the pool.

In 1998 between 180,000 and 200,000 people visit Somerset Pool annually. The value of Somerset Pool to the wider sporting community is reflected in the use of the pool for training by the Australian and German World Championship Swimming Teams in 1998.

The immediate planning of the pool shows no changes, just constant upgrades and maintenance. However, consideration is being given to future major redevelopment.

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Sport, recreation & entertainment |
| Associations | - |
| Sources | - |

STATEMENT OF SIGNIFICANCE

The Somerset Pool has cultural heritage significance for the following reasons:

- The place has historic and social value as it has served as a community recreation facility from 1966.

| | |
|---|---|
| Management Category | - |
| Level of Significance | - |

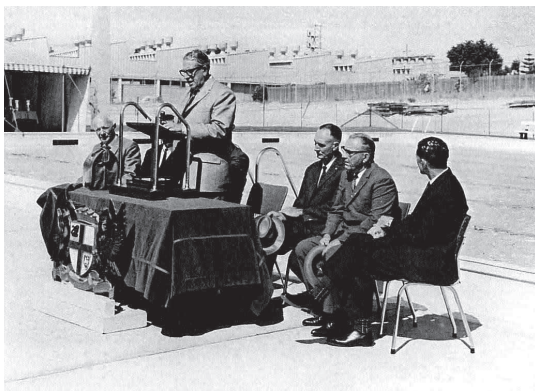
ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Opening day at Somerset Street Pool, East Victoria Park 1966.
Source: C of Perth, 2000 MHI



The opening ceremony of Somerset Street Pool 1966.
Source: C of Perth, 2000 MHI

**Kensington Bushland** **Place No.: 019**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | Kent Street | |
| Locality | Kensington | |
| Landgate PIN | 147104 | |
| Land Information | Lot – | Vol/Folio – |
| | Plan/Diagram – | Reserve – |
| GPS | 115.888, -31.9884 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 3896 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Bushland |
| Current Use | Bushland |
| Other Use | - |

Previous Place No.: K1

**Place No.: 019**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | - |
| Walls | - |
| Roof | - |
| Architectural Style | - |

PHYSICAL DESCRIPTION

There are a number of small Banksia woodland remnants in metropolitan Perth. However, the Kensington Bushland is one of the few good examples left in the older southern suburbs. It supports a wide range of flora and fauna which, although not rare or endangered, have disappeared from much of the metropolitan area. At present, the bushland reserve is relatively undisturbed. However, it is coming under increasing pressure from surrounding land uses.

The Kensington bushland reserve is located on the Swan Coastal Plain close to the border of the Bassendean and Karrakatta Dune systems. Research conducted indicates the dominant soil type in the area is Bassendean sand. These sands are remnants of old Pleistocene dunes which have been well leached leaving them both chemically and physically infertile. Localised variations in topography have been caused by the dumping of sand around the reserve.

The flora of the bushland reserve was studied in detail by the Western Australian Herbarium in 1980/81. A total of 206 indigenous and exotic species were identified. These were grouped into the basic vegetation types: Low Woodland, Low Open Woodland and Low Shrubland.

A 1990 study documented the vertebrates in the bushland reserve. Twelve species of reptiles and seventeen bird species were recorded. No native mammals were found within the bushland reserve. However, the introduced House Mouse was recorded. The bushland reserve's high conservation value is attributed to the rich and diverse community of plants and animals it supports, most of which have disappeared from, or are rare in the urban areas south of the Swan River.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | High |
| Date of Survey | 25/08/2020 |

Previous Place No.: K1
**Place No.: 019**

HISTORICAL INFORMATION

The Kensington Bushland Reserve is part of the Municipal Endowment Lands of Victoria Park which were vested in the Municipality of Victoria Park on 1 July 1912 for 99 years. When the Municipality joined with the City of Perth in 1916, the lease was transferred to the Perth City Council. The bushland reserve is zoned Parks and Recreation in the City Planning Scheme, but is still classified urban under the Metropolitan Region Scheme.

Since 1912, various portions of the endowment lands have been transferred, resumed or surrendered. The land surrounding the Kensington Bushland is now used for a variety of land uses, including a recreation reserve (Harold Rossiter Reserve), Police and Citizens Youth Club (PCYC), St John's Ambulance Depot, Kensington Fire Brigade, Kensington Special School, and a City of Perth sand quarry. The clearing of native bushland in these areas and the development of landscaped areas has affected bushland reserves in a variety of ways, such as;

1. The introduction of exotic flora;
2. The quarrying of sand has:
    a. created steep pit faces which threaten the stability of the soil;
    b. changed the hydrology of the soils in close proximity to the quarry; and
3. The increase in human activity in nearby areas (eg. Harold Rossiter Reserve and the
4. PCYC), also creates increased pressure by trampling of the remaining bushland.

Although development proposals were received by the Perth City Council, the bushland reserve has remained undeveloped. This restriction on development has minimised the changes to the natural state of the ecosystem and, therefore, the conservation value of the reserve has remained high.

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Community services & utilities<br>Social & Civic Activities: Environmental awareness |
| Associations | - |
| Sources | • Deague, P. 1997. (Oral Information)<br>• AU. DU. Kensington Bushland Management Plan. (Report)<br>• Taylor, C. 1997. (Oral Information) |

STATEMENT OF SIGNIFICANCE

The Kensington Bushland has cultural heritage significance for the following reasons:

- The place has aesthetic value as being a natural and almost undisturbed site;
- The place has scientific value as a source of native seeds and plants for botanical education. Today it is used for observation only; and
- The place has social value as a community urban bushland.

| | |
|---|---|
| Management Category | 1 |
| Level of Significance | Exceptional |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020




Source: SCA 2020



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020




Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: Town of Victoria Park 2000 MHI

**Kent St High School** **Place No.: 020**




| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | Kent Street | |
| Locality | Kensington | |
| Landgate PIN | 147111 | |
| Land Information | Lot 3390 | Vol/Folio – |
| | Plan/Diagram Cann 1 | Reserve 22151 |
| GPS | 115.893, -31.9858 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 3372 |
| Previous MHI | 2000 |
| Other Listings | State Register of Heritage Places (2006) |

| PLACE TYPE | |
|---|---|
| Original Use | School |
| Current Use | School |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | 1939 |
| Walls | Brick Masonry |
| Roof | Clay Tile |
| Architectural Style | Inter-War Free Classical |

PHYSICAL DESCRIPTION

Kent Street Senior High School is a complex of Inter-War Free Classical style brick and tile buildings comprising 1939 Classroom Block, 1940 Manual Training building, Domestic Science building (1940), Boys' Shelter Shed (1940), Girls' Shelter Shed (1940), Boys' Toilets (1940), Girls' Toilets (1940), 1943 Classroom Block, and post-war additions, including the 1954 Manual Training building, Home Economics building (1955), the 1963 Classroom & Administration Block, Science Building (1966), Library (1969/70), Faculty Building (1973), Pre-vocational Centre (1979), Gymnasium (1979), Drama/Media Centre (1982), Aircraft Studies Building (1989), and new Administration Building (1996). The site also comprises two grassed playing fields located southeast of the buildings, either side of the entry driveway off Kent Street. Basketball courts and practice pitches are located parallel to the playing fields, southeast of the Gymnasium. Two grassed sports' ovals are located along the southwestern boundary of the site, behind the Aircraft Studies Building and the Gymnasium.

Kent Street Senior High School is located on the northwest side of Kent Street, bound by Rathay Street to the northwest, and Berwick Street to the northeast. Harold Rossiter Park, South Kensington School, and Kensington Bushland are located southwest of the school. Residential lots surround the school, on Kent Street, Berwick Street and Rathay Street. The site slopes steeply towards the west, with retaining walls and earth berms used throughout the grounds to accommodate the change in levels. Norfolk Island pines (Araucaria heterophylla [excelsa]) define the boundaries of the site along Kent Street and Rathay Street and contribute to both street elevations.

The former main entry to Kent Street Senior High School is off Kent Street, and comprises a long bituminized driveway lined by mature peppermint trees (Agonis flexuosa), terminating in an informal parking area southeast of the 1963 Classroom & Administration Block. The Girl's Shelter Shed and the Boys' Shelter Shed are located either side of the driveway, at its northwest end, and overlook the surrounding playing fields. The Girls' Toilets, the Boys' Toilet, and the Library are located in the strip of land between the end of the driveway and the main school buildings. Two Ushaped blocks form the main body of the school, the 1963 Classroom & Administration Block to the southwest, and the 1939 and 1943 Classroom Blocks to the northeast. These classroom blocks form two quadrangles; both quadrangles comprise a combination of grassed and bituminized surfaces with mature trees. The northeast quadrangle also features six prominent date palm trees (Phoenix canariensis). The 1940 Manual Training and the Domestic Science buildings are located directly northeast of the 1943 Classroom Block. Further northeast are the 1954 Manual Training building, the Pre-vocational Centre, and the Home Economics building. The Gymnasium, the Faculty Building, and the Drama/Media Centre are located southwest of the 1963 Classroom & Administration Block and are physically separated by a dramatic change in ground level, characterizing this corner of the school site. The Science Building is located west of the 1963 Classroom & Administration Block, opposite the Aircraft Studies Building, both of which have a street elevation on Rathay Street. The entrance and car park off Rathay Street form the current primary entry to the school and Administration Building (1996). A covered walkway connects the Administration Building to the 1939 Classroom Block.

1939 Classroom Block (1939)
The 1939 Classroom Block is a U-shaped plan brick building with a medium pitched, hipped tile roof. The facades are divided horizontally into bands, with a face brick base to sill height and smooth render above. The evenly spaced brick chimneys are also smooth rendered. The building has symmetrical façades, featuring a centrally placed entry porch, articulated on both the southwest and northeast elevations. The porch on the southwest (front) elevation is smooth rendered with a lotus-pattern low-relief ornament over the door and window heads, and 'KENT STREET CENTRAL SCHOOL' in Art Deco style lettering inscribed on the parapet. A concrete dais provides access to the porch on the southwest side. The doorway is heavily framed with layering planes of parallel lines creating a deep threshold. This framing is continued on the porch on the northeast elevation, although this is simpler, framed instead with planes of face brick. The uppermost parapet wall of the northeast porch is smooth rendered and features three decorative pressed cement panels with geometric patterning. Simple geometric patterning is also featured in the face brickwork porch base and steps. An open verandah passes through the northeast porch and acts as the primary circulation space along the inner walls of the 1939 Classroom Block and quadrangle. The verandah has brick columns and base, with a timber floor raised above the ground level of the bituminized quadrangle.

The 1939 Classroom block is symmetrically planned; the prominent entry porch contains a high-ceilinged entrance hall, flanked on either side by former offices and storerooms. Four classrooms and a lavatory form Lshaped wings either side of the porch. Vestibules are located at the return of each wing, providing access to the grounds southeast and northwest of the building. Corridors have been opened through the end classrooms, providing connection between the 1939 Classroom Block and 1963 Classroom & Administration Block. The classrooms are typically 7.8m x 9.2 m (22ft x 26ft), with timber floors (carpeted over), rendered walls, and plastered ceilings featuring decorative mouldings and ceiling vents. The fenestrations include multi-paned timber framed double hung sash windows with lower hopper windows and half-glazed timber doors with unique mechanical locks and closers. A brick fireplace with timber mantle is located in a corner of each classroom, and also in the offices. The fireplaces are no longer used and electrical heaters have been installed in front of them.

1943 Classroom Block
The 1943 Classroom Block extends in the form of two parallel wings from the northeast ends of the 1939 Classroom Block, and forms the northwest and southeast edges of the quadrangle. The façades have been designed to match the horizontal banding of the 1939 Classroom Block, with matching fenestrations, roof and verandahs, making the extension virtually seamless. The 1943 Classroom Block is symmetrically planned and comprises six classrooms and a library, with access off the main circulation verandah.

1940 Manual Training building
The Manual Training building is located northeast of the 1939 and 1943 Classroom Blocks and comprises an orthogonal plan brick building with medium pitched, hipped tile roof. The building was built in two stages, with a southeast extension added in 1943, evident in the variation in window types on the southwest and northeast elevations. The windows to the original (1940) classrooms comprise multi-pane timber framed doublehung sashes, while the windows in the section added in 1943 also contain lower hopper windows. The form of the classroom block of the original building was mirrored to form the extension, thus the Manual Training building is symmetrical. The building was designed to match the 1939 Classroom Block and therefore features the same face brick and rendered walls, and Art Deco themes. An entry porch is centrally located on the southwest elevation and projects slightly from the main form. The doorway of the porch is framed with face brick, reflecting the design of the 1939 Classroom Block entry porch opposite, but with less ornamentation. The porch opens into an entrance hall and toilet, with large teaching areas on either side. Another two porches are located on both the northwest and southeast elevations, and two double doors are located at the far ends of the southwest and southeast elevations. These openings provide access to the stores and teaching areas.

Domestic Science building (1940)
The Domestic Science building is adjacent to the Manual Training building and comprises an orthogonal plan brick and tile building with a simple projecting entry porch on its southwest elevation. The Domestic Science building was designed to match the 1939 Classroom Block, and to be extendable in the future. The extension was added in 1963, as evidenced by the subtle variations in the colour of the face brick base and roof material. The Domestic Science building is very similar in scale and detail to the Manual Training building, featuring the horizontal banding formed by face brick and smooth render walls and an Art Deco inspired detailing on the porch. The Domestic Science building comprises two classrooms either side of an entry hall and office. A storeroom projects on the southwest elevation.

Girls' Shelter Shed (1940)
The Girls' Shelter Shed is located on the outer edge of the playing fields and comprises a rectangular plan brick building with medium pitched, hipped tile roof. The building was designed to match the palette of materials used in the main school buildings, namely red face brick and smooth render, although in this example, the smooth render is limited to a narrow continuous band under the eaves line. The southeast elevation features a steel grate door and a large opening with a roller shutter door. There is also evidence of another large opening that has been bricked in. Two small timber framed windows are located on the northeast elevation. The Girls' Shelter Shed comprises two rooms, both used for storage.

Boys' Shelter Shed (1940)
The Boys' Shelter Shed is located southeast of the 1943 Classroom Block, on the outer edge of the playing fields, and comprises a rectangular plan brick building with hipped iron roof. Timber framed windows appear on the northeast, northwest, and southwest elevations. As for the Girls' Shelter Shed, one of the former large openings on the southeast elevations has been bricked in, while the other has a roller shutter door. The Boys' Shelter Shed comprises two rooms, both used for storage.

Girls' Toilets (1940)
The Girls' Toilets is located directly southeast of the 1939 Classroom Block, and comprises a rectangular plan brick building with hipped tile roof containing eleven toilet stalls. The building features a continuous high-level horizontal ventilation gap, with a rendered sill weathered outwards, clad with corrugated polycarbonate. Two brick walls screen the two entry doors on the northwest elevation.

Boys' Toilets (1940)
The Boys' Toilets is located southeast of the Manual Training building and comprises a rectangular plan building with hipped tile roof containing eight toilet stalls, urinals, and two store rooms. As with the Girls' Toilets, the building features a continuous high-level horizontal ventilation gap, with a rendered sill weathered outwards. Corrugated polycarbonate cladding has only been applied to the toilet area, not the storeroom area (southwest end). Three doors on the northwest elevation give access to the toilets and the one of the stores; another storeroom door is located on the southeast elevation.

1954 Manual Training building
The 1954 Manual Training building is located northeast of the 1940 Manual Training building and is very similar in terms of appearance, exhibiting the same face brick and smooth render walls and projecting entry porches. The 1954 Manual Training building comprises large teaching areas, storerooms, and offices, with two entry porches at either end of the southwest elevation. The building has timber-framed double hung sash windows and timber doors. As with all the other early school buildings, the 1954 Classroom Block was extended; a metalwork room was added to the northeast in 1955, and the main rectangular form was extended southeast in 1965. This 1965 extension is particularly evident in the colour variation of roof materials.

Home Economics building (1955)
The Home Economics building is located northwest of the Manual Training building and comprises a L shaped brick building with medium pitched, hipped tile roof. The building exhibits the same face brick base with smooth render walls seen in the other early buildings, but features considerably larger timber-framed windows on the northwest and southeast elevations. The main entry porch is located on the southwest elevation, and like the 1954 Classroom Block, is a recessed entry framed by face brick. Two other porches are located on the southeast and northeast elevations, providing access to the classrooms. The building comprises an entry hall, coming off the main porch entry, with two large classrooms forming the two wings. A number of secondary rooms form stores and offices.

1963 Classroom & Administration Block
The 1963 Classroom & Administration Block is a U shaped plan brick building, located southwest of the 1939 Classroom Block. The building was built with the same materials as those used in the earlier buildings, namely red face brick and smooth render walls, designed in a contemporary postwar style. Regularly spaced structural bays characterize each of the elevations; these are defined by a distinct pre-cast concrete column & beam construction, which form a skillion roof. The roof is clad with corrugated compressed fibre sheeting. The bays have brick infill with upper clerestory windows on the quadrangle side, and brick infill with large aluminiumframed windows on the southeast, southwest and northwest elevations. A steel-framed flat-roof verandah with concrete floor forms the primary circulation space, and connects the 1963 Classroom & Administration Block with the 1939 and 1943 Classroom Blocks. The 1963 Classroom & Administration Block comprises staff offices, former administration area, seven classrooms, and the canteen.

Other School Buildings
A number of other buildings comprise Kent Street Senior High School most of which continue the theme of face brick and smooth render facades, although they have been designed in a variety of building styles. The Library (1969/70) is located southeast of the 1963 Classroom & Administration Block and comprises a single storey face brick building with corrugated compressed fibre gable roof. The Prevocational Centre (1979) is located southeast of the 1954 Classroom Block and comprises a single storey face brick building with hipped tile roof. The swimming pool (1970s) is located southwest of the Gymnasium. The Gymnasium (1979), Faculty Building (1973), Drama/Media Centre (1982), and Aircraft Studies building (1989), are located at the far southwest end of the school site and are typically face brick with corrugated iron roofs. The Faculty Building and Drama/Media Centre are two storey and feature concrete access walkways to deal with the dramatic change in ground levels at this end of the site, forming both visual and physical connections with the early school buildings. The Science Building (1966) is located northwest of the 1963 Classroom Block and comprises a three-storey concrete framed building with face brick infill to the northeast and southwest elevations, and smooth rendered concrete on the northwest and southeast elevations. The concrete render has been painted to match the red brick and cream colour scheme. The new Administration Building (1996) is a single storey brick and tile building located adjacent to the Science Building, designed to match the style and appearance of the early school buildings but without the Art Deco themes.

In general terms Kent Street Senior High School is in fair condition, with considerable signs of wear showing in the interiors of the building. The distinctive red face-brick and smooth render aesthetic of the early school buildings has been well-maintained and new buildings designed sympathetically. The place maintains a high level of integrity and a moderate-high level of authenticity.

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| Condition | Good |
| Integrity | High |
| Authenticity | Medium |
| Date of Survey | 26/08/2020 |

HISTORICAL INFORMATION

Kent Street Senior High School comprises a number of buildings set in the school grounds: Classroom Block (1939), Classroom Block (1943), Girls' Shelter Shed (1940, 1979, 1982), Boys' Shelter Shed (1940, 1953), Girls' Toilets (1940), Boys' Toilets (1940, 1965), Manual Training building (1940, 1943), Domestic Science building (1940, 1963), new Manual Training building (1954, 1955, 1965), Home Economics building (1955), Classroom and Administration Block, with Canteen (1963), Science Building (1966), Library (1969-70), Faculty Building (1973), Pre-Vocational Centre (1979), Gymnasium/Hall (1979), Drama/Media Centre (1982), Aircraft Studies Building (1989, 1993–94), and new Administration Building (1996).

The area in which Kent Street Senior High School is now located was, in the early part of the twentieth century, an undeveloped tract of land on the western boundary of Victoria Park. By 1897, Victoria Park had been declared a Municipality and by the following year, had a population of 1,197 people. By 1906, the year after a tram service from the city opened, the population had grown to 1,500. In 1917, when the population of Victoria Park was 5,000, ratepayers voted for the Municipality to amalgamate with the City of Perth.[1]

A map from 1911 shows the present school site as part of Reserve Lot 3694, itself adjacent to a 1,000 acre tract of land consisting of the South Perth Park Lands (Reserve Lot 5988) and the Victoria Park Park Lands (Reserve Lot 5987).[2] While the population of the area south of the Swan River had grown substantially by the late 1920s, post-primary school students still had to travel to Perth for their education. Although community representatives requested the State Government to provide a local secondary school, a lack of available funds prevented this from being considered at the time.[3]

During the economic difficulties of the 1930s, there was also a decline in the size of the school population, due to a lower birth rate and the cessation of immigration.[4] There was, however, a growing need to increase the facilities available for post-primary education in Western Australia. In 1925, 3902 post-primary pupils attended Central and Primary schools; in 1930 this number had increased to 5406; and, in 1940, to 6114.[5]

In 1932, the Director of Education, Wallace Clubb, had ordered a survey, which showed that 410 post-primary students, residing in suburbs south of the river, had to travel to Perth for their education. On 22 June 1932, local residents met with the Minister for Education, T.A.L. Daly, to stress the need for a high school in Victoria Park. This meeting set in train planning for the acquisition of a 15-acre portion of Reserve Lot 3694. By 1938, when resumption of a school site was almost complete, opposition from Perth City Council resulted in the chosen site being reduced to 10 acres.[6]

The main reason why the provision of new facilities for post-primary students in the metropolitan area had been neglected, in spite of a demonstrated need, was because an inequitable State electoral system strongly favoured rural voters. While a Select Committee of the Legislative Assembly investigated state education in 1938, its members were preoccupied with the grievances of the disproportionately large number of country Members.[7]

There had been five year high schools opened at Eastern Goldfields (1916), Northam (1921), Bunbury (1923) and Albany (1926), while in the whole of the metropolitan area there was only one such high school, Perth Modern, opened in 1911. The next city secondary school- which did not become a High School until 1946- to be completed was Perth Girls' School, at East Perth, in 1936. However, another non-metropolitan five year high school was opened at Geraldton in 1939.[8]

On 2 February 1939, the State Government approved the building of a central school for post-primary students in the southern suburbs of Perth at Kent Street, Victoria Park, at a cost of 15,000 pounds. In the same announcement, the Minister of Education, F.J.S. Wise, also announced expansion of the Perth and Fremantle Technical Colleges, to meet some of the lack of facilities for technical secondary students.[9]

The amount spent on the Kent Street High School compares unfavourably with the expenditure on country high schools, built to accommodate fewer students. Bunbury, which provided facilities for 240 pupils, was completed in 1923 for 24,500 pounds, while Albany, which also catered for a smaller number of students than Kent Street, was built in 1924–25 for 19,000 pounds.[10]

Plans of Kent Street Central School at the time of construction showed a school consisting of a single storey brick building of eight classrooms, with administrative areas and latrines.[11] While the building work was in progress, approval was received in November 1939 for the additional construction of domestic science and manual training areas (at a cost of 3,550 pounds), caretaker's quarters (600 pounds), and installation of school equipment and furniture (746 pounds).[12]

Kent Street Central School commenced operation at the beginning of the 1940 school year, with 354 pupils. Kent Street School was then only the third secondary school in the State- after Perth Modern School (1911) and Perth Girls' School (1936)- to not be built as an extension of an existing primary school.[13] The school, in its foundation year, was for Year 7 students only.[14] Parents were unhappy with this limitation- brought about due to the Government budgeting for only eight rooms instead of the twelve requiredas year eight students would still need to travel to the City for their education. Parents also objected to the School's situation only 300 metres from a Perth City Council sanitary depot, from which emanated unpleasant odours.[15]

As the feeder areas for the new school included the suburbs of Applecross, Canning Bridge and South Perth, and as there was no direct transport from these places to Kent Street Central School, the families of the children so affected had to be advised as to which existing bus services would need to be accessed each day in order to get to school. Residents in close proximity to the South Perth ferries also would have preferred their children to continue attending City schools. In this matter, however, they had to comply with Government directives.[16]

At the time that Kent Street Central School opened, there were only eight main classrooms completed. The domestic science and manual training centres were not finished until 20 March 1940, while the caretaker's quarters were finished a week later. At the opening of the new school, there were eleven permanent staff members; a Head Teacher, a First Male and a First Female Assistant, five Assistants, two Temporary Assistants, and a Monitor.[17]

1 Geoff Gallop, Know your suburb: Victoria Park and East Victoria Park, Perth, 1992, pp. 2–3.
2 Battye Maps #29/7/4.
3 Janet Pearce, ed., Kent Street Senior High School 1940–1990: The first fifty years, Perth, 1990, p.5.
4 Enrolments in government schools rose from 55,197 in 1930 to 57,520 in 1933, and then declined to 55,885 in 1934, and did not again equal the 1933 total during the decade. David Mossenson, 'A History of State Education in Western Australia With Special Reference to Administration and the Provision of Primary and Secondary Schools'. Ph.D Thesis, University of Western Australia, 1961, p. 312.
5 F.G. Bradshaw, 'State Secondary Education in Western Australia', B. Ed. Thesis, University of Western Australia, 1953, p. 6.
6 Pearce, Kent Street Senior High School, p. 5.
7 Mossenson, 'A History of State Education in Western Australia', p. 138; Kaye Tully, 'State Secondary Education in Western Australia 1912–1972', Education Research and Perspectives, Vol. 29, No. 2, December 2002, p. 83.
8 Bradshaw, 'State Secondary Education in Western Australia', p. 6; Perth Girls' School: An Historical Retrospect, 1847–1947, Perth, 1947, pp. 31–40.
9 West Australian, 3 February, 1939, p. 19.
10 J.S.H. Le Page, Building a State: The Story of the Public Works Department of Western Australia 1829–1985, Perth, 1986, p. 458.
11 'Elevations and Section', Sheet No. 3, # 1385/38, PWDWA 28827, 9 May 1939; 'Ground Floor Plan', Sheet No. 2, #1385/38, PWDWA 28827, 9 May 1939.
12 'Block Plan', # 1385/38, PWDWA 28827, 2 April 1940; Pearce, Kent Street Senior High School, p.5.
13 The designation as a 'Central School' is misleading. This structure developed in 1908, when eight of the largest primary schools in the State had post-primary classes added on to their existing primary levels, allowing children to proceed to Junior Certificate level. Kent Street never had primary classes. Jenny Gregory and Lisa Smith, A Thematic History of Public Education in Western Australia, UWA, 1995, p. 20.
14 Although an Inspection Report for the school (31 October 1940) shows an enrolment of 123 boys and 191 girls, for a total enrolment of 314 pupils. Pearce, Kent Street Senior High School, p.11.
15 West Australian, 3 February 1940.
16 West Australian, 5 February 1940. There is also a photograph of the new Kent Street school on page 12 of this issue of the newspaper.
17 Pearce, Kent Street Senior High School, p. 5

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| Historic Theme | Social & Civic Activities: Education & science |
| Associations | - |
| Sources | • Pearce, J. 1990. Kent Street High School: The First Fifty Years 1940-1990. (Booklet) |

Previous Place No.: K2
**Place No.: 020**

STATEMENT OF SIGNIFICANCE

Kent Street Senior High School, a complex of Inter-War Free Classical style brick and tile buildings and grounds, has cultural heritage significance for the following reasons:

- The place was constructed in response to the increasing demand for post-primary facilities in metropolitan Perth in the 1930s. It was only the third secondary school facility in the State, and the first south of the Swan River in metropolitan Perth, to be built independent of an existing primary school;

- The place, is a modest representative example of the design of government high schools by the Western Australian Public Works Department in the late inter-war period. The mature trees and expansive grassed playing fields around the site combine with the buildings to create pleasing environs that contribute to the streetscape;

- The place is valued by the local community, and by the community of its former students, for providing educational facilities since 1940 that have been innovative, and responsive to community expectations, and in particular for a number of specialist programmes, including aviation, cricket and tennis studies and CISCO computer networking;

- Through the establishment of formal pre-vocational training and an aeronautics course, the place provides evidence of State Government policy changes in the 1970s to address the increasing retention in the upper school of non-tertiary oriented students, an increase due largely to reduced employment prospects for school leavers; and

- The school's former students include prominent figures in Australian society such as Michael Jeffrey (Governor of Western Australia 1993–2000 and Governor-General 2003 to the present in 2005), and former Test Cricketer, Rod Marsh.

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| Aesthetic Value | Kent Street Senior High School is a modest example of the Inter-War Free Classical style, exhibiting symmetry in form, and broad effects created by the contrasting brick and render facades. Art Deco ornamentation has been introduced into what would otherwise be very simple exterior detailing. (Criterion 1.1)<br><br>The Kent Street Senior High School site is characterized by a large number of mature pine trees throughout the grounds, as well as an avenue of peppermint trees off Kent Street, that combine with expanses of grassed playing fields, to create a distinctive and pleasing environment. The grounds and buildings combine to form a significant streetscape along both Rathay and Kent Streets. (Criterion 1.3) |

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| Historic Value | Kent Street Senior High School was constructed to relieve the pressure on the few existing secondary schools in central Perth and demonstrates the growth of secondary education in the expanding southern suburbs of Perth from the 1930s, being the first secondary school south of the river. (Criterion 2.2)<br><br>Through the establishment of formal pre-vocational training and an aeronautics course, Kent Street Senior High School provides evidence of State Government policy changes in the 1970s to address the increasing retention in the upper school of non-tertiary oriented students, an increase due largely to reduced employment prospects for school leavers. (Criterion2.2)<br><br>Kent Street Senior High School's former students include prominent figures in Australian society such as Michael Jeffrey (Governor of Western Australia 1993–2000 and Governor-General 2003 to the present in 2004), and former Test Cricketer, Rod Marsh. (Criterion 2.3) |
| Scientific Value | - |
| Social Value | Kent Street Senior High School is valued by the local community, and by the community of its former students, for providing education that has been innovative, and responsive to community expectations, and in particular a number of specialist programmes, including aviation, cricket and tennis studies and CISCO computer networking. (Criterion 4.1)<br><br>Kent Street Senior High School is important in contributing to the community's sense of place, having provided educational facilities on the site since 1940. (Criterion 4.2) |
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020


Source: SCA 2020



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: Town of Victoria Park 2000 MHI



Source: Town of Victoria Park 2000 MHI



Source: Town of Victoria Park 2000 MHI



Source: Town of Victoria Park 2000 MHI

**Lathlain Oval**






| SITE INFORMATION | | |
|---|---|---|
| Other Names | Lathlain Park, Mineral Resources Park | |
| Street Address | 34 Goddard Street | |
| Locality | Lathlain | |
| Landgate PIN | 157687 | |
| Land Information | Lots 1 & 3 | Vol/Folio 1425/934 |
| | Plan/Diagram 26715 | Reserve – |
| GPS | 115.907, -31.9725 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 3897 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Sporting Ground |
| Current Use | West Coast Eagles Football Club |

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| Other Use | Perth Demons WAFL Team Homeground, Parkland, Playground, Administration, Training Facilities, Merchandise Store, Cafe, Wirrpanda Foundation |
| | |
| CONSTRUCTION DETAILS | |
| Construction Date | c1959, 2019 |
| Walls | Brick Masonry |
| Roof | Corrugated Steel |
| Architectural Style | Post-War International Style – Grandstand<br>Perth Contemporary – Training & Administrative Facility |

PHYSICAL DESCRIPTION

Lathlain Oval is located within a medium density suburban area of Lathlain and is bounded by Bishopsgate Street to the south, Roberts Road to the east, McCartney Crescent to the north and Goddard Street to the west. The site contains two AFL training ovals, children's play equipment and a skate park, the West Coast Eagles Football Club building and Lathlain Function Centre and grandstand. There are mature tree plantings of eucalypt to the north west of the site.

The Lathlain Function Centre and grandstand building is constructed of face brick and corrugated steel roof and is located to the south west corner of the site, overlooking the ovals. The building has a large overhanging skillion roof. The 2019 West Coast Eagles club building is located further east of this building and is a large contemporary structure with native landscaping to its southern boundary.

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| Condition | Good |
| Integrity | High |
| Authenticity | High |
| Date of Survey | 16/06/2020 |

HISTORICAL INFORMATION

Lathlain Oval was developed by the Perth City Council in August 1959, when the Perth Football Club moved to the new grounds from their previous location at the Western Australian Cricket Association (WACA).

The oval was named after Sir William Lathlain who served as the City of Perth Mayor from 1918 to 1923 and Lord Mayor of Perth from 1930 to 1932. He was also a Member of the State's Legislative Council from 1926 to 1932.

The West Coast Eagles Football Club is based at the oval and in 2017, in partnership with the Town of Victoria Park, undertook construction of a main building that was later opened in June 2019.

In 2019, Lathlain Oval was renamed the Mineral Resources Park and the precinct contains administration and training facilities of the football club's men's and women's football programs, merchandise store, café and two AFL sized ovals.

The Wirrpanda Foundation is also sited at the park and aims to lead the provision of education and employment opportunities for Aboriginal and Torres Strait Islander Australians.

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|---|---|
| Historic Theme | Social & Civic Activities: Sport, recreation & entertainment |
| Associations | • Barry Cable (Player)<br>• Mal Atwell (Coach)<br>• Sir William Lathlain (Lord Mayor of Perth) |
| Sources | • Gallop, G. 1989. Know Your Suburb, Lathlain. Southern Gazette. (Newspaper Article) |

STATEMENT OF SIGNIFICANCE

Lathlain Oval has cultural heritage significance for the following reasons:

- The place has historic and social value as it has been an important football venue for the Western Australian Football League since 1959. The place is associated with was named after Sir William Lathlian, a prominent Lord Mayor of Perth in the 1920s.

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| Management Category | 3 |
| Level of Significance | Some |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020




Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: Town of Victoria Park 2000 MHI



Source: Town of Victoria Park 2000 MHI



Source: Town of Victoria Park 2000 MHI

**Red Castle Brewery and Spring (fmr)** **Place No.: 022**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 101/2 Rutland Avenue | |
| Locality | Lathlain | |
| Landgate PIN | 12161179 | |
| Land Information | Lot 300 | Vol/Folio 1506/383 |
| | Plan/Diagram 54665 | Reserve – |
| GPS | 115.901, -31.9625 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 3900 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Water Source |
| Current Use | - |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1912 |
| Walls | - |
| Roof | - |
| Architectural Style | - |

PHYSICAL DESCRIPTION

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| Condition |
| Integrity |
| Authenticity |
| Date of Survey |

HISTORICAL INFORMATION

The Red Castle Spring is a natural spring that is said to feed the lake in Burswood Gardens on the Great Eastern Highway.

Historically, the spring influenced the siting of the Red Castle Brewery.

In 1912, Sidney Elliot and George Hughes opened the brewery, specialising and winning fame for its heavy stout. In 1952, the Swan Brewery obtained ownership of the place and changed the name to the Stirling Brewery, marketing Stirling Lager but retaining Red Castle Stout.

The 44-room motel and associated function area and restaurant were built in stages from 1961 to 1968, demolishing the former brewery.[1]

A tower inspired by the architecture of the former brewery was constructed ontop of the Motel's lift shaft after receiving approval by the City of Perth in 1968.[2]

A fire destroyed the first floor of the Red Castle Motel in 2012.[3]

The tower and lift shaft was retained on the site. A new apartment complex has been constructed which holds the name 'Red Castle Apartments".

1 Lost Perth Facebook page (16 June 2014)

2 Lost Perth Facebook page (16 June 2014)

3 Hickey, Perth Now Website. 11 September 2012

Previous Place No.: L3
**Place No.: 022**

| | |
|---|---|
| Historic Theme | Social & Civic Activities: environmental awareness<br>Occupations: Commerce<br>Occupations: Hospitality & Tourism |
| Associations | • Sidney Elliot (Red Castle Brewery Owner)<br>• George Hughes (Red Castle Brewery Owner) |
| Sources | • Crann, D. DU. (Oral History)<br>• Wellborn, S. 1987. Swan: The History of a Brewery. University of Western Australia Press. Nedlands WA (Book) |

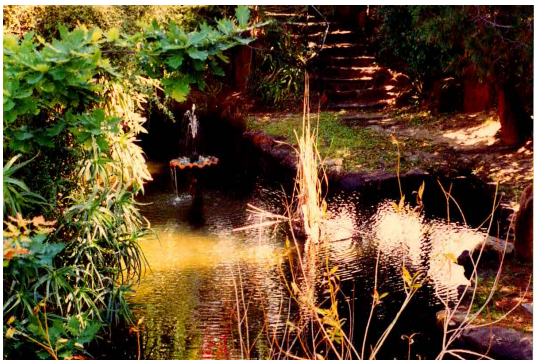
STATEMENT OF SIGNIFICANCE

The Red Castle Spring has cultural heritage significance for the following reasons:

- The place has historic value owing to its association to the Red Castle Brewery; and
- The place has rarity value as it is an example of an uncommon natural phenomenon in this district.

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some |

HISTORICAL PHOTOGRAPHS



Source: Town of Victoria Park 2000 MHI



Source: Town of Victoria Park 2000 MHI

**Lathlain Park Primary School** **Place No.: 023**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | Lathlain Primary School | |
| Street Address | 120 Howick Street | |
| Locality | Lathlain | |
| Landgate PIN | 163256 | |
| Land Information | Lot 5847 | Vol/Folio – |
| | Plan/Diagram Swan 5 | Reserve 24453 |
| GPS | 115.909, -31.9698 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 3899 |
| Previous MHI | 2000 |
| Other Listings | Classified by National Trust (1985) |

| PLACE TYPE | |
|---|---|
| Original Use | School |
| Current Use | School |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | 1956 |
| Walls | Face Brick and Rendered Masonry |
| Roof | Clay Tile |
| Architectural Style | Post-War |

PHYSICAL DESCRIPTION

The school is located on the corner of Howick Street and Keyes Street with an additional entrance from Waller Street. It is within walking distance to the parklands of the Swan River and Burswood Park.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | Medium |
| Date of Survey | 27/08/2020 |

HISTORICAL INFORMATION

Lathlain Park Primary School was opened in 1956 and has played a central role in the development of children in Lathlain. The school was named after Sir William Lathlain, who was the City of Perth Mayor form 1918–1923 and then Lord Mayor from 1930–1932. He was also a member of the State's Legislative Council from 1926–1932.

During the early 1970s, student numbers rose at the school to between 500 and 600. The school decreased in size to a population low of approximately 170 students in 1994. At this time it was considered that Lathlain Park Primary School should combine with Carlisle Primary School. However due to concerns about children crossing a major street such as Orrong Road, the decision was made to keep both schools separate.

During the 1980s Lathlain Park Primary School expanded for a few years when two demountables were added to the campus.

In 1988 a time capsule was installed in the front rose garden of the school. This was buried during Australia's Bicentennial Celebrations. Enclosed was a selection of children's work, letters and family histories. It was to be interred for 25 years and to be opened in 2013.

The population in 1998 of 230 students included a full-time pre-primary group that came to the school in 1995.

In 2020, Lathlain Park Primary School is a Level 5 school situated in the south metropolitan education region. It services the needs of students in the suburb of Lathlain.

Lathlain Park Primary School caters for students in Kindergarten to Year Six and provides academic, social, physical and emotional well-being for students. The staff work with parents, carers and families to maximise opportunities for each student to reach their potential. These relationships are valued and are important partnerships that support a positive and nurturing learning environment.

The school's motto of Seek, Strive and Learn is important in fostering the values and virtues taught by class teachers and these are supported by awards recognition programs.

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Education & science |
| Associations | - |
| Sources | • Gallop, G. 1989. Know Your Suburb, Lathlain. Southern Gazette. (Newspaper Article)<br>• Williamson, G. 1997. (Oral Information)<br>• How, B. 1997. (Oral Information)<br>• Wilkins, J. 1997. (Oral Information)<br>• Lathlain Primary School. 2020. Lathalin Primary School Website. https://Lathlainps.wa.edu.au/ (accessed 17/08/2020) (Website) |

STATEMENT OF SIGNIFICANCE

Lathlain Park Primary School has cultural heritage significance for the following reasons:

- The place has historic and social value as a school institution, established in 1956.

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020




Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: Town of Victoria Park 2000 MHI

**Houghton Park** **Place No.: 024**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 87 Boundary Road | |
| Locality | St James | |
| Landgate PIN | 244731 | |
| Land Information | Lot 1934 | Vol/Folio 1259/833 |
| | Plan/Diagram CANNI 8 | Reserve 26997 |
| GPS | 115.905, -32.0031 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 3902 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Park |
| Current Use | Park |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | Gazetted 25 August 1989 |
| Walls | - |
| Roof | - |
| Architectural Style | - |

PHYSICAL DESCRIPTION

Houghton Park is located within a suburban area of St James and is bounded by Boundary Road to the south, Leyland Street and Boundary Road to the east, Leyland Street and Hitchcock Street to the north and Hitchcock street and Boundary Road to the west. It is an expanse of manicured grass with mature tree plantings of eucalypt to its three boundaries.

There is a children's playground to the north of the park and a small concrete half basketball court and timber ping pong table adjacent. There is a timber gazebo to the west of the playground.

| | |
|---|---|
| Condition | - |
| Integrity | - |
| Authenticity | - |
| Date of Survey | 03/06/2020 |

HISTORICAL INFORMATION

Houghton Park was named by the Perth City Council in the early 1990s after Cliff W. Houghton, a prominent community member of the Victoria Park District.

Mr Houghton arrived in Victoria Park at the age of five. After his education at East Victoria Park Primary School, Mr Houghton undertook a mechanic's apprenticeship at a local service station. He eventually took over the service station in 1937 and developed it into a car yard. In 1953 the place became a Ford Franchise and the service station site was redeveloped. The business still operated in 1998.

Mr Houghton became involved in honourary community care at an early age. When he was ten years old, Houghton volunteered at the Association for the Blind and the Edward Millen Home. He went on to make a significant contribution to many organisations and was a President of the Victoria Park Rotary Club, the Perth Football Club and the Chamber of Commerce. He was closely involved in the setting up and running of the Motor Vehicles Licensing Board.

Cliff Houghton was awarded the Order of Australia Medal during the 1990s for his services to the Victoria Park community. It is for his many contributions that Houghton Park is so named.

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Sport, recreation & entertainment |
| Associations | • Cliff W Houghton |
| Sources | • Wilke, K. Houghton, C. Mairn, V. DU. (Oral Information) |

Previous Place No.: SJ2
**Place No.: 024**

STATEMENT OF SIGNIFICANCE

Houghton Park has cultural heritage significance for the following reasons:

- The place has social significance as an open public space serving as a gathering and recreation site for the local community; and
- The place has historical value for its associations with the commemoration of a prominent community member, Cliff Houghton, when naming the reserve in the 1990s.

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020

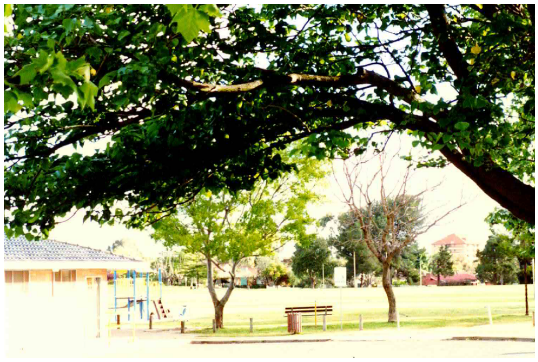


Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: Town of Victoria Park 2000 MHI



Source: Town of Victoria Park 2000 MHI

**Higgins Park** **Place No.: 025**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | Hillview Terrace | |
| Locality | St James | |
| Landgate PIN | 242085 | |
| Land Information | Lot 1930 | Vol/Folio 1259/829 |
| | Plan/Diagram CANNI 4 | Reserve 26 993 |
| GPS | 115.903, -31.9994 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 3901 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Parkland |
| Current Use | Parkland |
| Other Use | Club House, Tennis Courts |

Previous Place No.: SJ1
**Place No.: 025**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | - |
| Walls | - |
| Roof | - |
| Architectural Style | - |

PHYSICAL DESCRIPTION

Higgins Park is a large recreation reserve bounded by Devenish Street to the north, Hillview Terrace to the east, Playfield Street to the west and Creaton Street to the south. The park includes a large oval surrounded by mature tree plantings of eucalypt, a rendered brick and corrugated steel roof clubhouse building, children's play equipment and a gazebo. Higgins Park Tennis Club is located to the north of the site. Some of the built structures include a number of tennis courts, a brick clubhouse, and an outdoor area covered by a timber pergola. The parkland is elevated above Hillview Terrace and the east side of Creaton Street.

| | |
|---|---|
| Condition | - |
| Integrity | - |
| Authenticity | - |
| Date of Survey | 03/06/2020 |

HISTORICAL INFORMATION

Higgins Park was named in honour of Mr Joseph Higgins. J. Higgins was a long serving member of the Perth City Council representing the Victoria Park district. He served on the Perth City Council from 1955 to 1987 and became a Freeman of the City. Well known throughout the district, Joseph Higgins was also a founding member of the Victoria Park Senior Citizens Welfare Association which began in 1956. He served as President of the Association for 30 years. Driven by his energy the Association built 70 units for aged people. In his honour one of the blocks of units built for the Aged has been named the Joseph J Higgins complex.

Higgins' involvement in community affairs included presidency of the Victoria Park Primary School P & C Association and an enthusiastic stint as Chairman of the Victoria Park Primary School 75th Anniversary Celebration Committee.

Mr Higgins was a popular figure at the Higgins Park Tennis Club attached to Higgins Park. Mr Higgins died at the age of 82 in 1990. In his obituary in the Southern Gazette newspaper May 8 1990 Dr Geoff Gallop (Victoria Park MLA) said:

Mr Higgins was a tireless and uncomplaining worker for the community, be it as City Councillor, Justice of the Peace or Welfare Worker. His role in the creation and development of the Victoria Park Senior Citizens Association was central. He had the vision to see that quality accommodation close to good facilities and an active social club were the key for senior citizens. Most of all though, Joe Higgins will be remembered for his kindness, generosity and dedication.

Previous Place No.: SJ1
**Place No.: 025**

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Sport, recreation & entertainment |
| Associations | • Joseph Higgins |
| Sources | • Southern Gazette. 1990. Newspaper Article/Obituary. P.20 (Newspaper Article) |

STATEMENT OF SIGNIFICANCE

Higgins Park has cultural heritage significance for the following reasons:

- The place has historic and social value serving as home of the Higgins Park Tennis Club, which has a number of tennis courts and facilities. The adjacent oval is the venue for various sporting activities. The Park is associated with Mr Joseph Higgins, a well known figure who represented the Victoria Park District on the Perth City Council for over 30 years between 1955–1987. Over the years he made a considerable contribution to many Victoria Park organisations and activities.

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: Town of Victoria Park 2000 MHI

**Memorial Gardens** **Place No.: 026**




| SITE INFORMATION | | |
|---|---|---|
| Other Names | Victoria Park RSL Memorial Gardens | |
| Street Address | 298 Albany Highway (Corner Harvey Street) | |
| Locality | Victoria Park | |
| Landgate PIN | 155497 | |
| Land Information | Lot 147–149 | Vol/ Folio V322 / F22 |
| | Plan/ Diagram D3427 & P2908 | Reserve – |
| GPS | 115.896, -31.9722 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 11614 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Memorial Garden |
| Current Use | Memorial Garden |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | 1917 |
| Walls | - |
| Roof | - |
| Architectural Style | - |

PHYSICAL DESCRIPTION

The Memorial Gardens are located on the corner of Albany Highway and Harvey Street, adjacent to the Town of Victoria Park Administration Centre. In the gardens are various large mature trees, paths, seating and landscaped gardens. The War Memorial is a simple sandstone cross, mounted on a sandstone and brick plinth, located toward the centre of the gardens. The area immediately around the memorial is brick paved. Cypress trees are planted to either side of the pathway leading to the memorial. There is a mounted plaque to the base of the memorial which reads:

IN REMEMBRANCE OF
VICTORIA PARK CITIZENS
WHO GAVE THEIR LIVES
IN THE CAUSE OF FREEDOM
1914–1918 – 1939–1945
"WE WILL REMEMBER THEM"

The Memorial Gardens is bounded by a low brick and render wall with wrought iron infill. There is a mounted plaque to the Harvey Street side of the wall which states:

WORLD WAR ONE
HONOUR ROLL
1914–1918
VICTORIA PARK REMEMBERS
The Victoria Park RSL built The Centenary Memorial Wall in 2015 to honour the memory of the servicemen from Victoria Park who served, and those who gave their lives for their country in World War One.
The Wall is situated at the Victoria Park RSL Sub Branch
1 Fred Bell Parade East Victoria Park
LEST WE FORGET
April 2015

There is also a stone tablet mounted on a brick column to the right hand side of the memorial which states:

THIS TABLET WAS UNVEILED
To The Memory Of
JOHN RUSHTON.J.P.
CHAIRMAN OF THE MEMORIAL COMMITTEE
DIED 10TH AUGUST
1917.

Previous Place No.: VP19
**Place No.: 026**

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | Medium |
| Date of Survey | 31/03/2020 |

HISTORICAL INFORMATION

The Victoria Park Memorial and Statue were established and erected in honour of those who enlisted from the district to serve in World War 1. The memorial was unveiled in 1917(August 4th, which was the third anniversary of the Declaration of War between England and Germany).

The Sculpture was designed and erected by Peter Porcelli. The Statue was of a WWI soldier known as "The Digger". The pedestal, of Donnybrook stone, had tablets affixed to it, engraved with the names of those men who had gone into War Service. The Memorial is said to be one of the first WWI Memorials erected in Australia.

According to correspondence, vandalism of the statue started during the 1920s.

By the 1950s the statue had deteriorated so badly the decision was made to replace it with a simple stone cross. In 1957 a cross of Sydney sandstone was fixed in place of the old statue. The replacement was funded by the Perth City Council. The name tablets were removed and sent to the Victoria Park Sub-Branch of the RSL.

During 1995 there was a move to rename the Memorial Gardens the Gurney Memorial Park, after Stan Gurney who was a well known Victoria Park identity. Gurney was a successful racing cyclist who was killed during WWII and awarded the Victoria Cross posthumously. This did not eventuate.

With the advent of the Town of Victoria Park a considerable amount of work has been done on the landscaping to enhance the mature Moreton Bay fig trees, first planted during WWI.

| | |
|---|---|
| Historic Theme | Outside Influences: World Wars and other wars |
| Associations | • Peter Porcelli (Architect) |
| Sources | • Wigmore, L. 1963. They Dared Mightily. Australian War Memorial. Canberra. (Book)<br>• Town of Victoria Park. DU. Historic Information Collection on Victoria Park Memorial Gardens. (Booklet)<br>• Matthews, J. 1997. (Oral Information) |

STATEMENT OF SIGNIFICANCE

The Memorial Gardens has cultural heritage significance for the following reasons:

- The place has aesthetic value as a well maintained and manicured parkland with mature tree plantings and landscaped gardens; and

- The place has social value as a memorial to commemorate those Victoria Park citizens who died in service during World War I and World War II. The plaques which were on the original memorial, built in 1917, now reside with the Cannington Sub-Branch of the RSL.

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020




Source: SCA 2020






Source: SCA 2020



Source: SCA 2020

Source: SCA 2020

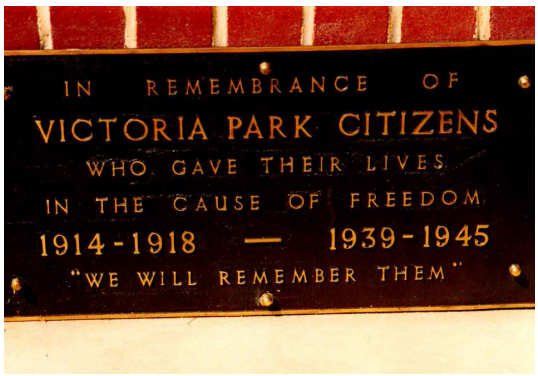


Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: Town of Victoria Park 2000 MHI




Source: Town of Victoria Park 2000 MHI



Source: Town of Victoria Park 2000 MHI



Photo of the original memorial to the entry. Taken by Ernest Lund Mitchell 'Honouring the Brave': unveiling the Soldiers Memorial, 4th August 1917. State Library 2697B

**Tree – Lemon Scented Gum** **Place No.: 027**



| | | |
|---|---|---|
| SITE INFORMATION | | |
| Other Names | - | |
| Street Address | 300 Albany Highway | |
| Locality | Victoria Park | |
| Landgate PIN | 155528 | |
| Land Information | Lot 14 | Vol/Folio 1712/668 |
| | Plan/ Diagram D68427 | Reserve – |
| GPS | 115.896, -31.972 | |

| | |
|---|---|
| HERITAGE LISTINGS AND SURVEYS | |
| DPLH inHerit Database | 15709 |
| Previous MHI | 2000 |
| Other Listings | - |

| | |
|---|---|
| PLACE TYPE | |
| Original Use | Tree |
| Current Use | Tree |
| Other Use | - |

Previous Place No.: VP49
**Place No.: 027**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | - |
| Walls | - |
| Roof | - |
| Architectural Style | - |

PHYSICAL DESCRIPTION

This mature lemon scented gum tree is located in a commercial area between Shepperton Road and Albany Highway. The height of the tree is considered more than four storeys high.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | High |
| Date of Survey | 27/08/2020 |

HISTORICAL INFORMATION

The Town of Victoria park 2000 Municipal Heritage Inventory noted that the tree was used as a landmark for people arriving at the Town of Victoria offices which are located next door to the tree and from inside the Council Chamber the view of the tree is extremely striking.

There are no known historical details connected to this mature eucalyptus.

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Environmental awareness |
| Associations | - |
| Sources | - |

STATEMENT OF SIGNIFICANCE

The lemon scented gum tree has cultural heritage significance for the following reasons:

- The place has aesthetic value as a substantial sized mature eucalypt tree, serving as a landmark in the district as well as being a beautiful example of a botanical species in a built up commercial area.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: Town of Victoria Park 2000 MHI

**Broken Hill Hotel** **Place No.: 028**




| | | |
|---|---|---|
| SITE INFORMATION | | |
| Other Names | - | |
| Street Address | 306–326 Albany Highway | |
| Locality | Victoria Park | |
| Landgate PIN | 12408308 | |
| Land Information | Lot 151 & 152 | Vol/Folio 506A/81 |
| | Plan / Diagram P2908 | Reserve – |
| GPS | 115.896, -31.9725 | |

| | |
|---|---|
| HERITAGE LISTINGS AND SURVEYS | |
| DPLH inHerit Database | 02220 |
| Previous MHI | 2000 |
| Other Listings | State Register of Heritage Places (2013)<br>Register of the National Estate Indicative Place<br>Classified by the National Trust Classified (1988)<br>Statewide Hotel Survey Completed (1997)<br>Register of the National Estate Nominated (1991) |

| | |
|---|---|
| PLACE TYPE | |
| Original Use | Hotel |
| Current Use | Hotel & Bar |
| Other Use | - |
| | |
| CONSTRUCTION DETAILS | |
| Construction Date | c1899 |
| Walls | Rendered Masonry |
| Roof | Corrugated Steel |
| Architectural Style | Federation Free Classical |

PHYSICAL DESCRIPTION

The following information has been extracted from the State Register of Heritage Places Assessment Documentation:

Broken Hill Hotel, Victoria Park (1898) is a predominantly two-storey rendered brick building with a corrugated sheet metal pitched roof and a prominent corner tower. A single-storey drive-through bottle shop (c. 1975, 2005) extends to the rear of the building. The place has a corner location within a busy commercial thoroughfare of the Town of Victoria Park with the building displaying street frontages to both Albany Highway and Harper Street.

Located towards the crest of a hill on Albany Highway which makes a gentle deviation to the south near the street intersection, the eponymous Broken Hill Hotel, Victoria Park has developed an iconic status within the town due to its prominent position and harmonious Federation Free Classical styling, incorporating a landmark tower at the street corner. Commercial development on adjacent sites together with street planting on the verge and median strips now partially obscure Broken Hill Hotel, Victoria Park from medium range and afar, detracting from some of its landmark status.

The original portion of Broken Hill Hotel, Victoria Park has a square plan form that sits close to the street boundaries and straddles the three lots which comprise the place. The single-storey form of the bottle shop, and some auxiliary facilities which have been appended to the rear elevation extend to the north-east along Harper Street creating an L-shape wing along the south-east boundary. A beer garden occupies the site to the north-west of the building with the paved terrace set below ground floor level of the hotel due to the fall across the site, while the rest of the land is bituminised for uncovered car parking. A free standing toilet block is located in the upper beer garden along the north-east boundary. Further outdoor terraces are located in front of the Albany Highway elevation, to each side of the main entrance which is raised above street level and accessed by a half-flight of stairs. Street planting around the building includes a Eucalypt (sp. unknown) and Plane Tree (Platanus acerifolia) along the Albany Highway verge and a large Hills Fig (Ficus hillii) at the southern corner of the building, close to the street intersection with its dense canopy extending to the face of the building and shielding some views of the landmark corner tower.

The principal street elevations were once almost identical around the corner tower comprising rhythmical arcading to both levels of the facades with roof top pediments as well as the tower, creating interest to the skyline. The classical forms of the semi-circular openings and accompanying mouldings are relatively simple and without the effervescent ornamentation of more ebullient Gold Boom architecture. The pattern of the arcading is clearly ordered with wide openings to the recessed balconies in the centre of the facades, and narrower openings to the windows at each end, and at the corner. Modifications made to the Harper Street elevation in the mid-late twentieth century do not conform to this clear ordering and utilise square window and door modules at regular spacings.

Solid balustrades to the upper floor balconies and roof top pediments are embellished with split balusters which contribute to the rhythm of the facades while the corner parapets which incorporate an arched opening and triangular pediment, create prominent accents to the skyline. The northern pediment along Albany Highway appears to house a small attic space with a pyramid roof immediately behind intersecting the hipped roof forms. The other pediments around the corner tower are decorative facade features only with open arches, spherical ornaments, scrolled brackets and stucco ornamentation in the gable pediment. Early photographs of the place show these two pediments formerly matched their northern counterpart and the roof originally featured some dormer ventilators. The octagonal corner tower has semi-circular blind openings and is capped with an ogee-shaped dome. It is unclear whether the openings were ever glazed or if the tower offered viewing capability through the arches.

Two tall painted brick chimneys, visible above the northern roof plane are capped with triangular mouldings. Immediately below the chimneys a skillion roof extends at a lower pitch over the first floor balcony which is continuous across the full length of the north-west elevation. The balcony has timber posts and simple brackets and a horizontal slat timber balustrade overlooking the beer garden below, and with views back towards Perth city but is not currently accessible to the public. The north-east elevation facing the carpark is utilitarian with a series of small rectangular window openings at high level indicative of bathroom facilities. A secondary entrance to the hotel with a gabled portico has been appended to the ground level of this elevation providing direct access from the rear carpark. Immediately adjacent is the drive-through bottleshop which has a horizontal parapet concealing a low pitched roof and roller doors across the vehicle openings.

Archival photographs show the building initially featured face brickwork walls with rendered mouldings accentuating openings. It is unclear when the external wall fabric was rendered, but likely to have occurred around mid-twentieth century. The building currently displays a contrasting paint colour scheme with dark grey applied to the end and corner bays and a light cream finish in the centres.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | High |
| Date of Survey | 31/04/2020 |

HISTORICAL INFORMATION

Broken Hill Hotel, Victoria Park is a two-storey Federation Free Classical style hotel with prominent corner facetted dome tower, which dominates the busy commercial thoroughfare of Albany Highway in Victoria Park. The first land grants in the area know known as Victoria Park were allocated in the same year that the Swan River Colony was established, in 1829, to Henry Camfield, John Butler and Samuel Bickley, who were granted Swan Location 35, Swan Location 36 and Canning Location 2 respectively.[1]

Development of the area was relatively slow in comparison to other regions at the same distance from the capital, as the area consisted mainly of sand and shrubbery with some isolated pockets of vegetation, which offered practically no attraction to colonist for settlement. However, with the construction of the first Causeway Bridges over Heirisson Islands in 1843, and the mapping of the first overland route connecting Perth with Albany, originally known as King George
Sound Road now known as Albany Highway, through Victoria Park in 1853, the area gradually became more appealing for settlers.[2]

Until the construction the Pinjarra to Perth Railway Line through Victoria Park in May 1893, the area still remained largely ignored as nothing more than the beginnings of the overland route from Perth to Albany. Prior to 1893, there were little more than 20 dwellings in the district, which by 1898 had risen to over 1,000.[3] The district's population was further supplemented by the enormous migration to the State which directly resulted from the discovery of Western Australian Gold in the 1890s and the wealth and immigration this brought.

The district of Victoria Park was particularly attractive to new arrivals, as it offered relatively inexpensive land and was in close proximity to Perth city. Due to this growth, Victoria Park Roads Board was gazetted in 1894, and was declared a
Municipality in 1897.[4]

The year 1897 was also when construction began on Victoria Park's first two hotels, the Broken Hill Hotel, Victoria Park on the corner of Albany Highway and Harper Street and the original Victoria Park Hotel on the corner of Albany Highway and State Street. Little information exists about the original 1897 Victoria Park Hotel. It was later demolished, and in 1908 a second Victoria Park Hotel was constructed on the same site. Like its predecessor, the 1908 hotel was also demolished and a third, the current Victoria Park Hotel, was completed in 1927.[5]

In 1897 the land upon which the Broken Hill Hotel, Victoria Park was about to be constructed was owned by Marion Frances Russell and her husband, Alfred George Russell, the Mayor of Victoria Park from 1898–1903.[6]

The land was purchased from Mary Edith Parry, the sister of the famous West Australian architect George Herbert Parry, in 1894, and in 1897 the Russell's contracted the architect Robert Thompson McMaster, who at that time was the then current, and first, Mayor of Victoria Park, to design and build a hotel on this portion of land.

Robert Thompson McMaster, articled under Melbourne architect, Michael Egan for eight years before coming to Western Australia c. 1891. In Perth, McMaster briefly worked for the Public Works Department until 1892–93 when he established his own successful practice, initially in partnership with F.G. Renou although the partnership was short lived.

McMaster was responsible for the design of a number of structures in and around Perth, including 'Tukurua' at 7 Rosendo Street, Cottesloe (P3454,) Forrest Farmhouse (fmr), 86 Mackie Street, Victoria Park (P3996), United Service Hotel at 43 St Georges Terrace (now demolished), Ozone Hotel at 1 Adelaide Terrace (now demolished, site of P16551 Ozone Reserve), Smith's Chambers at 149 Barrack Street, and Broken Hill Hotel, Victoria Park.[7]

The Ozone Hotel and Broken Hill Hotel, Victoria Park were some of McMaster's later works as an architect, as he appears to have had little involvement with the profession after returning from war service in South Africa in 1901 having attained the rank of Captain. He is credited with the design of Central Arcade in 1904 and maintained an office there for a period before the building was demolished in the 1920s for Forrest Place.[8] McMaster Street (previously Hereford Street) in Victoria Park a short distance from Broken Hill Hotel, Victoria Park, is named in his honour, after he was killed in action at Gallipolli on 7th August 1915.

The site chosen for the Broken Hill Hotel, Victoria Park had already proven to be a high traffic area for those travelling along the Perth to Albany road. Its location had previously been the site of the first coach stop along the road route, where a natural spring was located, known as Two Mile Spring, or sometimes Two Mile Well. The natural spring provided water for a horse trough where a few shady trees also stood. Its location was entirely responsible for the bend in the Albany Highway, between McMaster and King George Street, opposite the Broken Hill Hotel, Victoria Park.[9]

Broken Hill Hotel, Victoria Park was completed in 1898, costing the Russell's £6,000.10 It accommodated public and lounge bars on the ground floor, and provided twenty bedrooms with magnificent views of the city, on the first floor.

The hotel quickly became a popular meeting place for local residents, particularly as there was little else in the municipality in the way of entertainment or recreation. In 1905, the Perth Electric Tramway was extended from Perth across the Causeway along Albany Highway, bringing with it unprecedented prosperity to the suburb, a boost to the local population, and an increase in commercial development. The 'Causeway' Line terminated at Mackie Street, but was later extended twice, firstly to Patricia Street in 1934 and to Welshpool Road in 1942. By 1907, a tram stop had been established opposite the Broken Hill Hotel, Victoria Park, where 70 trams were stopping daily.[11]

By the mid-1930s, the hotel had undergone some significant redevelopment with the creation of a corner opening directly under the tower, where windows were previously located. In 1953, W. G. Bennett & Associates designed an upgrade to the hotel's sanitary facilities, which included the reconfiguration of the first floor bathrooms and the addition of an external toilet block to the North of the site.[12]

Following the closure and dismantling of the 'Causeway' Line in 1950, and the major road building program of the 1970s, which saw the widening and reconstruction of Shepperton Road and realignment of the primary route to Perth's southern suburbs from the city; the use of Albany Highway through Victoria Park as a major traffic route became significantly reduced. As a consequence, the hotel experienced a reduction in passing trade and lost some of its prominence and visibility, for it was no longer located on a major traffic route.

In the latter half of the twentieth century, hotels throughout the State experienced the problem where their accommodation facilities were no longer being used by the passing or local trade, and their upkeep had become uneconomical and expensive. In many cases, like that of Broken Hill Hotel, Victoria Park, this resulted in the closure of accommodation services altogether, while retaining the sale of food and beverages.13 In 1970, to accommodate this change in services, the licensing authority introduced the Tavern Licence, which allowed a place to sell liquor for consumption on and off the licensed premises, and the licensee was not required to provide any accommodation for any person(s).[14]

Unlike many of its contemporaries, however, Broken Hill Hotel, Victoria Park did not exchange its Hotel License for a Tavern License, the Hotel still retains its Hotel Licensed today (2012),[15] however its suite of bedrooms are utilised for office space rather than accommodation.

The hotel underwent several modifications during the last quarter of the twentieth century, beginning with the addition of a bottle shop to the rear of the hotel in c.1975. In 1987 the hotel was refurbished, and in 1992 works were carried out to open up some of the internal passage ways. In 2005 substantial developments were carried out, including the reconfiguration of the ground floor space, the upgrading of the alfresco area, repainting of the exterior and further additions to the rear bottle shops to accommodate drive-through custom. The first floor, however, was unaffected, it retains its main staircase, as well as its original layout and much or its original fabric.

In 2012, Broken Hill Hotel, Victoria Park, despite no longer providing accommodation facilities, it continues to operate as a public house.

1 Heritage Today, Town of Victoria Park: Municipal Heritage Inventory (2000), p.3.
2 State Register of Heritage Places Assessment Documentation for P3631 Causeway Bridges (1998), p.4 and Stokes, Lois., A Streetscape of Part of Albany Highway in the decade of 1890–1900 and Beyond (1992), p. 4.
3 Stokes, Lois., A Streetscape of Part of Albany Highway in the decade of 1890–1900 and Beyond (1992), p. 3.
4 Gallop, Geoff, Know Your Suburb: Victoria Park & East Victoria Park, (1992).
5 Place entry for 'Victoria Park Hotel', in Heritage Today, Town of Victoria Park: Municipal Heritage Inventory (2000)
6 Certificate of Title (Vol. LIX/ Fol. 92) records the transfer of land from Mary Edith Pary to Marion Frances Russell on 24th October 1894., and, Record of Mayors and Councillors of Victoria Park 1894–1917, provided by Victoria Park Library, Local History Collection.
7 J S Battye, The Cyclopedia of Western Australia (1913), volume 1, p. 410, volume 2, p. 277 & The West Australian, 16 August 1915, p. 8.
8 The Western Mail, 23 Dec 1904, p. 46.
9 Stokes, Lois., A Streetscape of Part of Albany Highway in the decade of 1890–1900 and Beyond (1992), p. 2
10 'A Year's Building. Large Increases in City and Suburbs: The Rapid Advancement of Perth', The West Australian, 25 January 1898, p 7.
11 'Broken Hill Hotel: Victoria Park, Perth', Sunday Times, 8 December 1907, p. 4.
12 'Broken Hill Hotel – Victoria Park: Proposed New Toilets to Hotel & Beer Garden', plans by W. G. Bennett & Associated Architects and Town Planners (7.8.1953), retained in Town of Victoria Park Archives.
13 Ball, J., Kelsall D., and Pidgeon J., Statewide Survey of Hotels 1829–1939, Volume 1 (1997), p. 57.
14 Government of Western Australia Department of Racing, Gaming and Liquor, 'Hotel Licence, Information http://www.rgl.wa.gov.au/ResourceFiles/ApplicationKits/Liquor/Hotel_tavern_small_bar_licence.pdf. Accessed on 24 April 2012.
15 Phone conversation between Government of Western Australia Department of Racing, Gaming and Liquor and State Heritage Office Conservation Officer, Sian Ferraz, 24 April 2012.

| | |
|---|---|
| Historic Theme | Occupations: Hospitality & tourism |
| Associations | • Robert McMaster (Architect) |
| Sources | • De Mori, C. c1984. Time, Gentleman. Published for AHA (WA Branch). (Book)<br>• AU. 1912. The Cyclopedia of Western Australia. Ed Battye IS, Heoperman Press. Carlisle. (Book) |

STATEMENT OF SIGNIFICANCE

The Broken Hill Hotel, Victoria Park has cultural heritage significance for the following reasons:

- The place is located at a highly visible position at the crest of Broken Hill in Victoria Park, and is considered a significant landmark for those travelling the Albany road, and later Albany Highway, from 1898 to the present day;
- The place was originally owned by Alfred George Russell, the second Mayor of Victoria Park, and was designed by the architect, and first Mayor of Victoria Park, Robert Thompson McMaster, and is a rare extant example of his work; and
- The place is a fine and substantial example of a Federation Free Classical hotel, representative of the grandiose hotel architecture built in Perth and its immediate suburbs during the gold rush period.

| | |
|---|---|
| Aesthetic Value | Broken Hill Hotel, Victoria Park is a two-storey Federation Free Classical style hotel with prominent corner facetted dome tower, which dominates the busy commercial thoroughfare of Albany Highway in Victoria Park. (Criterion 1.2)<br><br>Broken Hill Hotel, Victoria Park is located at a highly visible position at the crest of Broken Hill in Victoria Park and considered a significant local landmark by the local community. (Criterion 1.3) |

| | |
|---|---|
| Historic Value | The site of Broken Hill Hotel, Victoria Park was previously the location of the first coach stop from Perth along the Perth to Albany road, where a natural spring was located, known as Two Mile Spring, or sometimes Two Mile Well, which provided water for a horse trough. (Criterion 2.2)<br><br>Broken Hill Hotel, Victoria Park is indicative of the rapid growth and development of the suburb of Victoria Park during the 1890s following the discovery of gold in West Australian. (Criterion 2.2)<br><br>Broken Hill Hotel, Victoria Park is the most elaborate and substantial extant work of the architect, and first Mayor of Victoria Park, Robert Thompson McMaster, who after working for the Public Works Department in the early 1890s, established his own successful practice and was responsible for United Service Hotel at 43 St Georges Terrace (now demolished), Ozone Hotel at 1 Adelaide Terrace (now demolished, site of P16551 Ozone Reserve), and Smith's Chambers at 149 Barrack Street. (Criterion 2.3)<br><br>Broken Hill Hotel, Victoria Park was originally owned, and construction funded by, Marion Frances Russell and her husband, the second Mayor of Victoria Park, Alfred George Russell. (Criterion 2.3) |
| Scientific Value | - |
| Social Value | Broken Hill Hotel, Victoria Park is highly valued by the community, and has been continuously used as a place of recreation and entertainment for over 110 years. (Criterion 4.1)<br><br>Broken Hill Hotel, Victoria Park, prominently situated on the crest of Broken Hill in Victoria Park, significantly contributes to the community's sense of place, and is considered a significant landmark for those travelling the Albany road, and later Albany Highway, from 1898 to the present day. (Criterion 4.2) |
| Management Category | 1 |
| Level of Significance | Exceptional |

ADDITIONAL PHOTOGRAPHS




Source: SCA 2020




Source: SCA 2020



Source: SCA 2020




Source: SCA 2020

HISTORICAL PHOTOGRAPHS



PH00017-04 Albany Highway, circa 1925
Source: Historypin.org



Source: Town of Victoria Park 2000 MHI

**Victoria Park Library (fmr)** **Place No.: 029**




| SITE INFORMATION | | |
|---|---|---|
| Other Names | Equator Restaurant; Patch Theatre; Malatang Noodle House | |
| Street Address | 315–317b Albany Highway | |
| Locality | Victoria Park | |
| Landgate PIN | 150974 | |
| Land Information | Lot 3–4 | Vol/Folio 1581/159 |
| | Plan/Diagram 2594 | Reserve – |
| GPS | 115.896, -31.973 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 03907 |
| Previous MHI | 2000 |
| Other Listings | - |

Previous Place No.: VP7
**Place No.: 029**

| | |
|---|---|
| PLACE TYPE | |
| Original Use | Library |
| Current Use | Restaurant |
| Other Use | Theatre |
| | |
| CONSTRUCTION DETAILS | |
| Construction Date | 1903 |
| Walls | Rendered Masonry |
| Roof | Corrugated Steel |
| Architectural Style | Federation Period |

PHYSICAL DESCRIPTION

The Victoria Park Library (Fmr) is a single storey rendered masonry building located at 315–317b Albany Highway. The building faces the intersection of Albany Highway and Harper Street. The corrugated steel hip roof is concealed by rendered masonry parapet walls. The building is divided into three separate tenancies from the street.

The place has undergone significant alterations over time; however, some decorative detailing to the street elevation remains.

| | |
|---|---|
| Condition | Fair |
| Integrity | Low |
| Authenticity | Medium |
| Date of Survey | 31/03/2020 |

HISTORICAL INFORMATION

The Victoria Park Library was opened at the turn of the twentieth century by the Governor of the day Sir Edward Stone. The building was used as a meeting hall as well as a library. The meeting rooms were well used for the Oddfellows and Buffaloes as well as other community groups. The hall was also an attractive venue for dances and wedding receptions.

In 1972 it became the home for Patch Theatre which continued to run the library and hall until 1980 when they moved to Burswood Road.

The building was converted to a restaurant and was known as the Equator restaurant during the c1980s-90s.

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Education & science<br>Social & Civic Activities: Sport, recreation & entertainment<br>Occupations: Hospitality & tourism |

| | |
|---|---|
| Associations | • Oddfellows and Buffaloes<br>• Patch Theatre |
| Sources | • AU. DU. History of the Patch Theatre. GG History Collection. (Time-line)<br>• Cranfield, A; Dahalan, A. 1996. Case Study of Equator Restaurant/ Old Victoria Park Library. Curtin School of Architecture. (Report) |

STATEMENT OF SIGNIFICANCE

The Victoria Park Library (fmr) has cultural heritage significance for the following reasons:

- It is a place of cultural importance to the Victoria Park community, first as a library then later as a meeting place and theatre; and

- The place is associated with the history of community social development as well as contributing to the streetscape of Albany Highway.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS




Source: Town of Victoria Park 2000 MHI




Source: Town of Victoria Park 2000 MHI

**Manchester Trading (fmr)** **Place No.: 030**




| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 319 Albany Highway (Opposite Harper Street) | |
| Locality | Victoria Park | |
| Landgate PIN | 150975 | |
| Land Information | Lot – | Vol/Folio 1006/321 |
| | Plan/Diagram 2594 | Reserve – |
| GPS | 115.896, -31.9731 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 03909 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Retail Outlet |
| Current Use | Retail Outlet |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1920s |
| Walls | Rendered Brick |
| Roof | Corrugated Steel |
| Architectural Style | Federation Period |

PHYSICAL DESCRIPTION

This commercial building is one of a row of shops set close to Albany Highway opposite the Harper Street intersection. The shopfront is symmetrical with two recessed entrances set in between prominent bay windows used for display purposes. The building has a stepped parapet with an awning above the shop front. Signage is displayed to the awning fascia.

| | |
|---|---|
| Condition | Fair |
| Integrity | Medium |
| Authenticity | Medium |
| Date of Survey | 03/06/2020 |

HISTORICAL INFORMATION

Manchester Trading was started during the 1930s by Keith Nicholls, who later became an aviator during WWII. After the war he continued in aviation and the business changed hands.

From its beginnings until 1997, the shop operated as Manchester Trading as 'the' household linen specialists.

After the sale of the building in 1997, it was repainted and the old awnings removed.

| | |
|---|---|
| Historic Theme | Occupations: Commerce, Hospitality & tourism |
| Associations | • Keith Nicholls (First Trader) |
| Sources | • Houghton, C. DU. (Oral Information) |

STATEMENT OF SIGNIFICANCE

Manchester Trading (fmr) has cultural heritage significance for the following reasons:

- The building has streetscape value as one of a row of commercial businesses on Albany Highway built in a similar style in a certain time period.
- This building is representative of a class of retail buildings.
- The history of the building as a specialist household linen shop gives the place social significance.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS

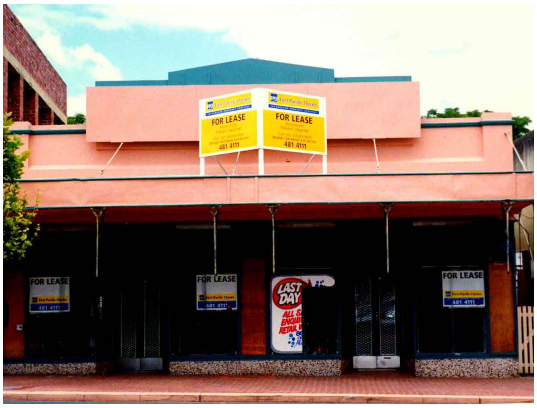



Source: SCA 2020




Source: SCA 2020

HISTORICAL PHOTOGRAPHS




Source: Town of Victoria Park 2000 MHI




Source: Town of Victoria Park 2000 MHI

**Harrolds Chambers** **Place No.: 031**




| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 327 Albany Highway (Corner King George Street) | |
| Locality | Victoria Park | |
| Landgate PIN | 150976 | |
| Land Information | Lot 17 | Vol/Folio 1724/196 |
| | Plan/Diagram 17433 | Reserve – |
| GPS | 115.896, -31.9731 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 03912 |
| Previous MHI | 2000 |
| Other Listings | Classified by the National Trust Classified (1988)<br>Register of the National Estate Nominated (1990) |

| PLACE TYPE | |
|---|---|
| Original Use | Commercial |
| Current Use | Commercial |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1930s |
| Walls | Rendered Masonry |
| Roof | Corrugated Steel |
| Architectural Style | Inter War |

PHYSICAL DESCRIPTION

This is a two storey Inter-War building, with shops at street level and offices above located on the corner of King George Street and Albany Highway. It addresses its corner position with a truncated corner entrance to the shop and a principal facade to King George Street, combining the entrance to the offices. It is a rendered masonry building with stepped parapets obscuring a hipped roof behind. The facade is articulated by pilasters, layered at the corner and running the full height of the buildings. The upper parapet is banded horizontally and there are simple decorative mouldings below the banding and above the ground floor windows. There is a suspended canopy over the shops.

| | |
|---|---|
| Condition | Good |
| Integrity | Medium |
| Authenticity | Medium |
| Date of Survey | 03/06/2020 |

HISTORICAL INFORMATION

Harrolds Chambers are named after Edmund Joseph Harrold (known as Ned). Both these Chambers and the Coolgardie Chambers positioned opposite, were built by Ned Harrold. According to oral history, Ned was part of Harrold and Murray, produce merchants, during the 1930s and World War II. The Chambers were built for investment purposes and developed for commercial use. Mr Harrold also owned the Broken Hill Hotel for a number of years.

| | |
|---|---|
| Historic Theme | Occupations: Commerce |
| Associations | • Edmund Joseph Harrold (Builder) |
| Sources | • Houghton, C. DU. (Oral Information) |

STATEMENT OF SIGNIFICANCE

Harrolds Chambers has cultural heritage significance for the following reasons:

- The building is prominent on its corner setting, enhanced by the presence of the Coolgardie Chambers on the opposite corner; and

- The building is a representative example of commercial Art Deco architectural design of the Inter-War period.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS




Source: SCA 2020




Source: SCA 2020




Source: SCA 2020

HISTORICAL PHOTOGRAPHS




Source: Town of Victoria Park 2000 MHI

**Coolgardie Chambers** **Place No.: 032**




| | | |
|---|---|---|
| SITE INFORMATION | | |
| Other Names | - | |
| Street Address | 335 Albany Highway (Corner King George Street) | |
| Locality | Victoria Park | |
| Landgate PIN | 150907 | |
| Land Information | Lot 17 | Vol/Folio 1724/196 |
| | Plan/Diagram 17433 | Reserve – |
| GPS | 115.896, -31.9734 | |

| | |
|---|---|
| HERITAGE LISTINGS AND SURVEYS | |
| DPLH inHerit Database | 03904 |
| Previous MHI | 2000 |
| Other Listings | - |

| | |
|---|---|
| PLACE TYPE | |
| Original Use | Commercial |
| Current Use | Commercial |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1930s |
| Walls | Rendered Masonry |
| Roof | Corrugated Steel |
| Architectural Style | Inter War |

PHYSICAL DESCRIPTION

The Coolgardie Chambers is a two storey Inter-War building located at the corner of King George Street and Albany Hwy, with shops to the ground floor and offices above. The building addresses its corner position with a truncated corner entrance. The Coolgardie Chambers is a rendered masonry building with a stepped parapet obscuring a corrugated steel hipped roof behind. The proportions to the first floor and parapet are symmetrical and the building facade features horizontal rendered band detailing. There is a suspended awning to the ground floor with the underside of the awning lined with pressed tin. The horizontal windows to the first floor are aluminium framed as are the windows and doors to the ground level. There is evidence of alterations and extensions to the rear of the property.

| | |
|---|---|
| Condition | Fair |
| Integrity | Medium |
| Authenticity | Low |
| Date of Survey | 12/03/2020 |

HISTORICAL INFORMATION

A local builder named Edmund Joseph Harrold (known as Ned) constructed both the Coolgardie Chambers and Harrold Chambers (which is situated opposite King George Street). Mr Harrold also owned the Broken Hill Hotel during the 1920s and beyond. The precise date of the building construction is unknown but sewerage plans obtained indicate its existence in 1940.

The Coolgardie Chambers were used for Stones Chemist and Photographic Studios – both long term tenants.

In 1997 the tenants were a second hand bookstore, OPSM Eyewear, a tattoo studio and an accountant's and solicitor's office. During this time the building was owned by Arthur Litis who had owned the property for approximately 40 years.

In 2020, the street level tenancies include two takeaway food shops. The first floor offices are currently vacant.

| | |
|---|---|
| Historic Theme | Occupations: Commerce |
| Associations | • Edmund Joseph Harrold (Builder) |
| Sources | • Jenning, R; Edwards, G; Meyer, J. 1996. Case Study of Coolgardie Chambers. Curtin School of Architecture. (Report) |

STATEMENT OF SIGNIFICANCE

The Coolgardie Chambers has cultural heritage significance for the following reasons:

- The building prominent corner position contributes to the commercial strip along Albany Highway;
- The building is an example of commercial Inter-War architecture within the Town of Victoria Park; and
- The building is associated with Endmund Joseph Harrold who constructed the Harrold Chambers with similar architectural detailing and as a pair, the Chambers contribute an important element to the story of development in the Albany Highway shopping precinct.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020


Source: SCA 2020

HISTORICAL PHOTOGRAPHS




Source: Town of Victoria Park 2000 MHI

Previous Place No.: VP23

**Post Office** **Place No.: 033**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 414–420 Albany Highway | |
| Locality | Victoria Park | |
| Landgate PIN | 157249 | |
| Land Information | Lot 114 | Vol/Folio 1649/487 |
| | Plan/Diagram 2916 | Reserve – |
| GPS | 115.898, -31.9748 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 02222 |
| Previous MHI | 2000 |
| Other Listings | State Register of Heritage Places (1995) |

| PLACE TYPE | |
|---|---|
| Original Use | Post Office |
| Current Use | Post Office and Cafe |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | 1896 |
| Walls | Face Brick |
| Roof | Terracotta Tile |
| Architectural Style | Federation Free Style |

PHYSICAL DESCRIPTION

The following information has been sourced from the heritage Council of Western Australia Register of Heritage Places Assessment Documentation for the Victoria Park Post Office:

Victoria Park Post Office is of Federation Free Style, originally built of red fairfaced brickwork.

The original roof was constructed as a gambrel, tiled with terracotta gargoyles and a roof lantern. The roof structure was framed of 'queen-posts' with ventilated gablets. Behind the street frontage, the roof reverted to a standard hip construction with lean-to roofs over the verandahs.

The original entrance porch is located on its south west corner with rendered decorations surrounding its arched openings and piers. The main facade to Albany Highway comprised of four bays. The addition in the 1950s extended the facade in a south easterly direction, to form two further bays, including one fenestration and an easternmost porch, built in matching style. The roof was re-configured, the gambrel, gargoyles and lantern were removed. The masonry junction of the addition was concealed by painting the brickwork.

The fascia and associated timberwork bear evidence through shrinkage at the mitred union of the original building and its addition.

The render patterning continues around the arch openings, the chimneys, and the recesses of the windows with elongated, simulated keystones. The rendered section of the facades feature a recessed joint pattern characteristic of Beasley's work. The wall infill is now of painted render.

The windows are broken into three vertical sections. They contain an unusual pattern with their central transom curved to match the arched opening. This central transom is made of a heavier frame section visually strengthening the arched form.

The verandah identifying the entrance to the residence was enclosed in 1923, and the roof extended to accommodate post boxes. (Private postal boxes are now also accommodated in the enclosed rear verandah.)

The original drawings indicate timber floors, fireplaces without mantles, dado lining, 4m high ceilings, and otherwise traditional construction and finishes. The public area had a desk along the street wall.

In 1923, the residence was reduced to a single bedroom with an adjoining bathroom. The front two bedrooms were converted to the postmaster's office and telegraph office. The kitchen was converted to a welfare room containing a stove, sink, bench and separate pantry. The mail room now occupies the living room.

In the 1940s, further modifications were carried out including, an extension to the counter, removal of the wall dividing the hall and the mail room, and changes to doors and windows.12 Fence and gate details and the location of an incinerator are detailed on a plan prepared at this time.13 Although, a garage, fences and other outbuildings are shown to the south east of the main building, no alteration to the Albany Road elevation is indicated at this stage.

By the mid 1950s, the interior was divided into the public area with the mail room behind, allowing direct access to the service rooms and private post boxes at the rear. The building extension created a new office for the postmaster located behind the new entrance porch, and extended the general office and public space. The welfare room was converted to staff toilets, and a new doorway created to directly link the mail hall, and the remaining bedroom converted to a lunch room.

The public space is generally intact with the exception of the installation of a sub-ceiling, modern lighting and air handling facilities. The original fireplace has been removed, but a portion is visible at the cornice.

The walls to the original hall of the residence, have been removed, but their location is evident by beams below the ceiling. The fireplaces remain, a small safe has been installed into one of them, and the others have had their openings sealed. The ceilings, walls, joinery, floors (linoleum covered), and verandah linings are otherwise intact. Some evidence of termite infestation, from 1994, is present near the mail room fireplace.

The two arch windows on the Duncan Street facade have been replaced with a curved profile in clear anodised aluminium sections which mimics the original. All other windows are, or match those depicted in the original documents

| | |
|---|---|
| Condition | Good |
| Integrity | Medium |
| Authenticity | Medium |
| Date of Survey | 12/03/2020 |

HISTORICAL INFORMATION

The following information is based on the assessment report on the Victoria Park Post Office by David Kelsall, 1994.

Victoria Park Post Office at the corner of Albany Highway and Duncan Streets is a single storey building constructed in 1913.

In 1834, the first regular mail service between settlements in the colony was established, and included a weekly service to Canning and Pinjarra. Until the turn-of-the-century all incoming mail to the Colony was delivered to Albany. The mail was then transferred to Perth by road, which took two horses six and a half days.

The first subdivision of residential lots in Victoria Park began in 1887. The opening of a railway station in 1893, encouraged settlement and Victoria Park underwent a development boom. The gazettal of the municipality of Victoria Park, in 1897, brought with it various amenities previously unavailable, including, the delivery of mail.[1]

Victoria Park evolved as ribbon development flanking a main road to the town of Albany since the inception of the Colony. The establishment of the tram route reinforced residential and commercial development to its terminus at the southern end of the suburb. The demise of trams did not diminish the commercial importance of the centre or Albany Highway.

In 1898, a post office established in Victoria Park as a post and telegraph office. Post and telegraph business in Victoria Park was conducted at least in 1902, by a Postmistress from a six roomed 'wood and iron house' leased by the Deputy Postmaster General from the owner, Mr G Fairbrother.[2] In 1904, it was designated an allowance office, which became semi-official in 1907. In 1911, it was again designated an allowance office, and an official post office in 1912.[3]

The Commonwealth acquired Lot 114 from the holding in July, 1913.[4] A new title was registered and reissued in metric dimensions on 15 August, 1983.[5] The street to the north west is now shown as Duncan Street, Albany Road as Albany Highway, and the owner as Australian Postal Commission. A building contract for the tender sum of £1711/14, was let to W. N. Roberts on 9 January 1913.[6] The drawing, No. 16003, is signed by Hillson Beasley, Chief Architect for the Western Australian Public Works Department (PWD).[7]

The plan on the drawing is noted as having been amended in January prior to the letting of the contract. A further note near the title of the drawing is marked 'corrected 24–2–20'. Victoria Park Post Office was built with an attached residence at the rear which provided three bedrooms. The residence was considered at the time to be modest in comparison with accommodation provided in some earlier post offices, for example, Brisbane Street Post Office.[8]

In 1923, the residential function of the post office ceased and the spaces re-assigned to an additional mail room and offices. Alterations, to the sum of £76/05, were made to the interior, including the removal of an externally accessed telephone cabinet.[9]

The building had previously allowed generous provision for postal activity, suggesting it was to be a busy office from its conception. In the 1940s, the building underwent minor alterations. The addition is believed to have been built in the mid 1950s.[10] An Australia Post drawing dated 1979, depicts the present layout of the post office with its addition to the south east corner of the building of public and office space, postmaster's office and entrance porch.

The commercial nature of Albany Highway has endured, and Victoria Park Post Office continues to be used as a Post Office.

1 Council Agenda, City of Perth Department of Planning, 11 May, 1994, Item 6, p. 47.
2 Australian Archives, File 2434/02.
3 Pope, B., Broomfield and Kelsall, 'Historical and Architectural Assessments of Post Offices in Western Australia owned by Australian Post ', 1993.
4 Application 1526/1913 Lands Acquisition Act No. 13 of 1906.
5 Certificate of Title, Vol 558, Folio 49; Certificate of Title, Vol 1649, Folio 487, Diagram 3616.
6 PWD Contract Book, Volume 1.
7 Australia Post Files, Drawing No. 16003.
8 ibid., Council Agenda.
9 ibid., PWD Contract Book.
10 ibid.

Previous Place No.: VP23
**Place No.: 033**

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Community services & utilities |
| Associations | • Hillson Beasley (Chief Architect for the Western Australian Public Works Department) |
| Sources | • Chamber of Commerce. 1996. Victoria Park: Business and Enterprise 1890s-1990s. (Booklet)<br>• Heritage Council of Western Australia. DU. Assessment Documentation. (Report) |

STATEMENT OF SIGNIFICANCE

Victoria Park Post Office has cultural heritage significance for the following reasons:

- The generous size of the postal building and its original detailed design demonstrates the importance of postal activity in the locality in the early part of this century;
- The place occupies a prominent street corner and is an important part of the townscape within Victoria Park commercial area;
- The place represents the development of postal services in the State, and the development of community life at the time; and
- The attached residence is a demonstration of a particular way of life of the postmaster at the time.

| | |
|---|---|
| Aesthetic Value | Victoria Park Post Office makes an important contribution to the streetscape of Duncan Street and Albany Highway as it occupies a prominent corner position in a commercial area comprising the ribbon development of Albany Highway. (Criterion 1.4) |
| Historic Value | Victoria Park Post Office is of historic importance for its association with postal services on Albany Highway, the initial transport and communications link in the Colony. (Criterion 2.1)<br><br>Victoria Park Post Office is of historic value for providing postal services to the community for over eighty years. (Criterion 2.1)<br><br>Victoria Park Post Office is important as evidence of a way of life. The importance is enhanced by the size and proportion of the building assigned to postal use and the services provided from within it to the people and business community of Victoria Park. (Criterion 2.2) |
| Scientific Value | - |

| | |
|---|---|
| Social Value | Victoria Park Post Office is significant through its association with the community as a meeting place, particularly in the early days of the community's development, prior to the widespread introduction of telephones and home mail delivery. The post office played an important community role in the disbursement of social assistance, and collection of war bonds. (Criterion 4.2) |
| Management Category | 1 |
| Level of Significance | Exceptional |

ADDITIONAL PHOTOGRAPHS




Source: SCA 2020



Source: SCA 2020

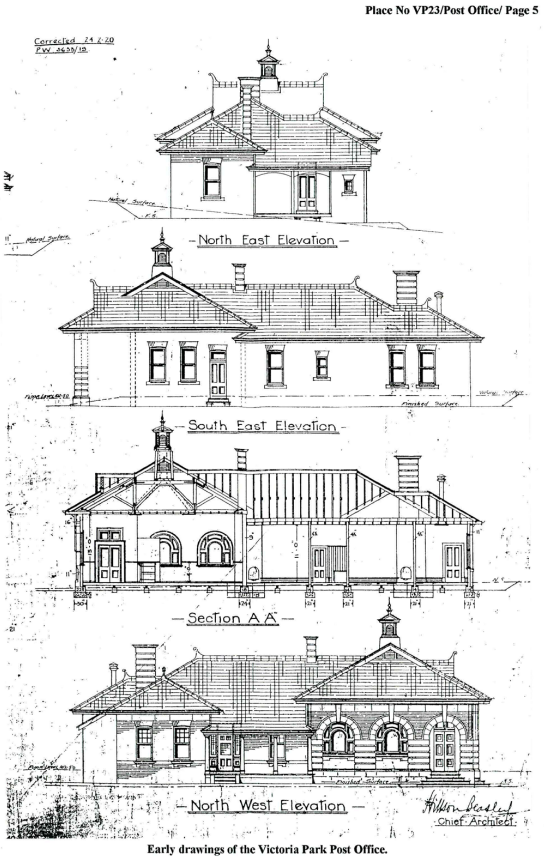


Source: SCA 2020



Source: SCA 2020

HISTORICAL DRAWINGS




Early drawings of the Victoria Park Post Office.

Source: 2000 Town of Victoria Park MHI

**Victoria Jewellers and Watchmakers** **Place No.: 034**




| | | |
|---|---|---|
| SITE INFORMATION | | |
| Other Names | - | |
| Street Address | 415 Albany Highway | |
| Locality | Victoria Park | |
| Landgate PIN | 150897 | |
| Land Information | Lot 2 | Vol/Folio 1772/75 |
| | Plan/Diagram 25889 | Reserve – |
| GPS | 115.897, -31.9749 | |

| | |
|---|---|
| HERITAGE LISTING AND SURVEY | |
| DPLH inHerit Database | 15720 |
| Previous MHI | 2000 |
| Other Listings | - |

| | |
|---|---|
| PLACE TYPE | |
| Original Use | Commercial |
| Current Use | Commercial |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | - |
| Walls | Face Brick and Rendered Masonry |
| Roof | Corrugated Steel |
| Architectural Style | Inter-War |

PHYSICAL DESCRIPTION

The Victoria Jewellers and Watchmakers building is located on the south side of Albany Highway across from the intersection to Duncan Street.

This two storey painted rendered masonry building has a shop to the ground floor and a former residence above. Face brick construction is evident to the east exterior wall. The street facade has two windows at the upper level with decorative glazing beads breaking the windows into four panes. The building has a stepped parapet concealing the visibility of the roof. There is a heavy moulding across the upper fascia panel with simple plaster mouldings to the side. Decorative moulding is also located on the facade below the first floor windows. This is concealed by the cantilever awning that has steel supporting tension rods and pressed metal to the underside. The metal fascia to the awning, the ground floor windows and pilasters all have signage in maroon and cream. The main building facade follows the street line; however the ground floor shop front is angled to the street. An exterior metal staircase to the first floor is located on the west elevation of the building. This staircase is accessed via a narrow pathway that divides the building from the neighbouring premise.

| | |
|---|---|
| Condition | Good |
| Integrity | Medium |
| Authenticity | Medium |
| Date of Survey | 12/03/2020 |

HISTORICAL INFORMATION

Victoria Jewellers and Watchmakers was once a greengrocer's shop. It was built for the Mitchell family who lived in the top of the building while running the fruit and vegetable business from downstairs. One of the Mitchell daughters married Harold Hawthorne, a prominent Carlisle community citizen. Another daughter married Joe Higgins, also a councillor and committed community member of Victoria Park. The shop was built before World War II and was a greengrocer for many years. A number of different businesses have traded from these premises, including a hairdresser and the jewellers (since 1996).

| | |
|---|---|
| Historic Theme | Occupations: Commerce |
| Associations | • Mitchell Family (First Owners) |
| Sources | • Houghton, C. 1997. (Oral Information) |

STATEMENT OF SIGNIFICANCE

The Victoria Jewellers and Watchmakers has cultural heritage significance for the following reasons:

- The building contributes to the Albany Highway streetscape of the commercial/retail premises;
- The architectural style of the building is valued by the community; and
- The many businesses that have operated from the premises reflect the changing retail trade along the highway.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS




Source: SCA 2020




Source: SCA 2020

HISTORICAL PHOTOGRAPHS




Source: Town of Victoria Park 2000 MHI

Previous Place No.: VP22

**Victoria Park Police Station (fmr)** **Place No.: 035**




| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 450 Albany Highway | |
| Locality | Victoria Park | |
| Landgate PIN | 1215122 | |
| Land Information | Lot 5580 | Vol/Folio F973 |
| | Plan/Diagram SWAN 6 | Reserve – |
| GPS | 115.898, -31.9756 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 2219 |
| Previous MHI | 2000 |
| Other Listings | State Register of Heritage Places (1998)<br>Heritage Agreement (1998) |

| PLACE TYPE | |
|---|---|
| Original Use | Police Station |
| Current Use | Commercial |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | 1908 |
| Walls | Face Brick and Rendered Masonry |
| Roof | Corrugated Steel |
| Architectural Style | Federation Free Style |

PHYSICAL DESCRIPTION

The following information has been sourced from the Heritage Council of Western Australia Assessment Documentation for the Victoria Park Police Office:

Victoria Park Police Station is a single-storey brick building with a corrugated iron roof, located close to the building line along Albany Highway and constructed in the Federation Free Style.

A small grass verge separates the front of the police station from the footpath with a low brick wall enclosing the area in front of the north verandah. A bitumenised driveway is situated along the south boundary and car yards are located on each side of the station. The site extends through to Lichfield Street where another police building, constructed in the latter half of the twentieth century is situated. Public dealings with the police are directed through the Lichfield Street office.

The front facade of Victoria Park Police Station is asymmetrical and heavily modelled. Distinct expressions have been adopted to differentiate the former private and public entrances to the building but continuity in the composition is lent by the use of contrasting stucco bands in the 'blood and bandages' style across the front facade. The two entrance verandahs on either side of the south-west elevation are set back from a prominent central bay. The northern verandah provided public access to the police station while the opposing verandah to the south contained the entrance to the police residence. The broad opening of the public entrance is defined by wide, striated, brick columns supporting a castellated parapet forming an L-shape around the verandah edge. A low-pitched, corrugated iron roof is obscured from view behind the parapet. The middle portion of the front facade is dominated by a gable roof with a half timbered effect in the infill. A central window opening with elaborately moulded surrounds punctuates the wall below. The southern verandah is divided into three bays, by similarly striated, brick columns with a crow stepped gable, smaller in scale than the main gable, over the middle bay. The remaining roof is composed of a series of corrugated iron hipped forms with brick chimneys rising above. The original drawings feature decorative finials at the intersections of the roof forms but these are no longer evident.

The brickwork behind the front facade of Victoria Park Police Station is less ornamental and constructed in fair face, stretcher bond. Arched, brick lintels feature above the original window and door openings. External security screens have been fitted to the timber sash windows.

When first constructed the offices of the police station were situated on the north side of the building and comprised a charge room, two cells and an exercise yard. The residential section consisted of a central passage giving access to bedrooms and a sitting room at the front of the building, and a kitchen and another bedroom at the rear. A bathroom was accessed via the rear verandah. This original layout is clearly discernible although the building no longer fulfils a residential function and former bedrooms have become office accommodation. Many of the original features and finishes are still evident and characteristic of domestic construction. These include the timber surrounds to fireplaces, picture rails, and door and window architraves. Of particular interest is the timber panelled ceiling in the former cell area which displays the original room divisions and features two round metal ventilators. The external wall in the cell area is thicker than the remaining external walls, presumably for added security.

It is unclear when the cells were converted to an office. The exercise yard had been transformed into office accommodation in 1939. By 1971, drawings prepared by the Public Works Department for additions to Victoria Park Police Station no longer show the cell divisions, while the two high level windows had been replaced with a central opening. The office behind, in the former exercise yard, had become toilets and storage. The residential accommodation had been removed and the public were received through french doors opening onto the south verandah. An additional office with a concrete floor was located at the east corner of the building. This addition was extended in 1975 to provide a female toilet and the former bathroom became a cell with a grille gate. Since then, an interview room has been located in one of the former bedrooms accessed from the passage and also with an external door from the rear verandah. An acoustic ceiling has been installed and audio recording equipment enclosed in a plasterboard closet. A brick wall screened the north verandah, obscuring the former public entrance to the station, but this was removed in 1994.

In March 2020, the building is used as a Real Estate office and a car sales yard is located behind the property.

| | |
|---|---|
| Condition | Good |
| Integrity | Low |
| Authenticity | Medium |
| Date of Survey | 12/03/2020 |

HISTORICAL INFORMATION

The following information has been extracted from the State Register of Heritage Places, Permanent Entry Documentation:

The first police presence was established in Victoria Park on 1 November 1897, in rented premises.[1]

The growth in population after the opening of the tramway however, meant that a permanent police station was eventually required. On 1 January 1908, the Acting Commissioner of Police, W.C. Lawrence, advised the Under Secretary of Works that provision had been made for a Police Station and quarters at Victoria Park in the current year's estimates. The plans of recently erected police stations at North Perth and the Causeway were to be used. In February, the plans were altered to allow a doorway between the fireplace and charge room while the arrangement of the cells, kitchen, pantry and bathroom were to remain the same.[2]

As the layout of Victoria Park Police Station does not resemble the layout of North Perth Police Station it is assumed that the plans used must have been those for the station at the Causeway.

The contract to build Victoria Park Police Station was won by J. G. Fettes with a price of £961.1.0, which included the construction of stables.[3] Constable William Lewis was the first to occupy the quarters.[4]

In December 1939, Victoria Park Police Station was reported as being grubby and shabby, and 'the fences were in a state of collapse'. At some point, the former exercise yard was converted to an office, and on 27 July 1943 it was requested that the concrete floor be boarded over as the room was 'like an ice chamber' in winter and the stove did not keep the office warm.[5]

The accommodation for the Officer in Charge was considered far from ideal by Sergeant Henry Tempest Davies, who was in charge of Victoria Park Police Station from 1948 to 1959. On 14 January 1949, he requested that the doorway between the police office and the bedroom of the quarters be bricked up as he and his wife were awakened at all hours of the night when the CIB brought in prisoners for questioning. The doorway was blocked in with timber.[6]

The Victoria Park Council, and other interested bodies, appear to have been dissatisfied with the level of police protection in the area. In May 1921, the Town Clerk complained that while one officer was on duty at the station, the other was required to patrol Victoria Park, Welshpool, Cannington, part of Jandakot, Queen's Park, Wattle Grove, Kenwick and Maddington.

On 4 August 1925, a deputation from the Victoria Park Progress Association visited the Minister for Police complaining about the lack of a night patrol. The Commissioner of Police received another deputation from the Women's Service Guild on 25 July, 1926, also concerned with the lack of protection.[7]

In the first nine months of 1926, there were 77 crimes in a population of 27,000 which included Belmont and Rivervale, but it was not until 1930 that the District got a night-time motor cycle patrol. That year, staff numbers at Victoria Park Police Station were increased from 5 to 7 in 1930, and by 1935, there were 9 staff members, made up of 1 sergeant, 6 constables and 2 detectives.

Commissioner Hunter did not consider additional staff warranted at the time, as the Causeway, South Perth and Rivervale Police Stations were adjacent, and Central only 'a stone's throw away'.[8]

In 1948, there were 11 staff consisting of 1 sergeant, 7 constables (1 full time on the Police Boy's Club), 1 mounted constable, 1 detective sergeant and 1 detective.[9]

In 1957, a new police station was built on Lichfield Street, just around the corner from Victoria Park Police Station, making one large Police Department site. Public access moved to the new building, and Victoria Park Police Station was used as offices. It is not known exactly when the living quarters ceased to be used as such. A 1985 report on Victoria Park Police Station by the Officer in Charge noted that: although reasonably well maintained by the Public Works Department, the layout of the premises leaves a lot to be desired and is identified for re-organisation as soon as funds permit.[10]

Currently, Victoria Park Police Station operates as a suburban traffic office.

In May 1994 the Victoria Park Historical Society removed a wall which had been added between two of the porch pillars during some previous renovation work.[11] It was also reported that the bronze figures giving the date of construction of Victoria Park Police Station were missing from above the entrance arch.

In march 2020 the former Police Station is used as a Real Estate Agent office and a Car Sales Yard is located to the rear of the property.

1 Police Gazette, Western Australia Wednesday 23 March 1898, p.3.
2 ibid.
3 Western Australian Government Gazette 26 June, 1908, p.1738.
4 Victoria Park Police Station File op. cit., p.2.
5 ibid.
6 ibid, p.3.
7 ibid.
8 ibid.
9 ibid.
10 ibid, p.6.
11 Memo, Telephone conversation between David Crann of the Victoria Park Historical Society, and Irene Ham-Sauman, 10 February 1997; Photographs, 1987 and 1994, HCWA File PD2219

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Law & order |
| Associations | - |
| Sources | • AU. DU. Victoria Park 100 Year Celebration 1894–1994. Local History Collection. (Newspaper Article)<br>• AU. 1994. Southern Gazette. (Newspaper Article)<br>• Chamber of Commerce. 1996. Victoria Park Business & Enterprise. (Booklet)<br>• Heritage Council of Western Australia. 1998. Assessment Documentation (Report) |

STATEMENT OF SIGNIFICANCE

The Victoria park Police Station has cultural heritage significance for the following reasons:

- The place displays a striking aesthetic character through the concentration of contrasting stylistic features in the domestic scale of the building;
- The place has been a familiar local landmark on the main thoroughfare through Victoria Park since 1908 and contributes to the local community's sense of place; and
- The place demonstrates the civic architecture of the Public Works Department and the development of the Federation Free Style under the guidance of the chief architect, Hillson Beasley.

| | |
|---|---|
| Aesthetic Value | Victoria Park Police Station displays a striking aesthetic character through the concentration of contrasting stylistic features in the domestic scale of the building. A degree of consistency is achieved by use of the 'blood and bandages' style across the front facade.<br><br>The place is a familiar local landmark on the main thoroughfare through Victoria Park. |

| | |
|---|---|
| Historic Value | Victoria Park Police Station, built in 1908, reflects the attitude of a period when police stations were considered to be significant public buildings. |
| Scientific Value | - |
| Social Value | Victoria Park Police Station signifies law and order to the residents of the area it serves.<br><br>The presence of Victoria Park Police Station on the main thoroughfare since<br>1908 contributes to the community's sense of place. |
| Management Category | 1 |
| Level of Significance | Exceptional |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020




Source: SCA 2020



Source: SCA 2020

HISTORIC PHOTOGRAPHS



Source: Town of Victoria Park 2000 MHI




Source: Town of Victoria Park 2000 MHI

**Masonic Hall** **Place No.: 036**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 459–461 Albany Highway (Corner Temple Street) | |
| Locality | Victoria Park | |
| Landgate PIN | 150900 | |
| Land Information | Lot 787 | Vol/Folio 1579/477 |
| | Plan/Diagram 4377 | Reserve – |
| GPS | 115.898, -31.9762 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 03914 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Masonic Hall |
| Current Use | Masonic Hall |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | 1927 |
| Walls | Face Brick and Rendered Masonry |
| Roof | Corrugated Steel |
| Architectural Style | Inter War Free Classical |

PHYSICAL DESCRIPTION

The Masonic Hall is located on the corner of Temple Street and Albany Highway.

Facing Albany Highway is a c1950s parapet wall facade addition to the hall, constructed of red face brick with thin vertical aluminium framed windows. The rendered gable end to the c1920s hall is visible from Albany highway behind the c1950s parapet. The gabled roof to the hall uses corrugated galvanised steel roof sheeting.

The Temple Street facade (east) has been built on the street boundary and has a red face brick parapet with cream rendered, banded columns at regular intervals with a rendered parapet capping, and rendered concrete lintels above steel frame windows. The entrance to the hall is off Temple Street and is emphasised by a raised parapet with a Freemasons insignia above the opening. Neo-classical columns frame a recessed entry portico.

The south elevation is predominantly concealed by a neighbouring two storey car park. A single timber door entry is however located to the south east corner of the building with a corrugated steel awning cover.

A narrow pathway divides the Masonic Hall with the boundary of the neighbouring building to the west.

| | |
|---|---|
| Condition | Fair |
| Integrity | Medium |
| Authenticity | Medium |
| Date of Survey | 12/03/2020 |

HISTORICAL INFORMATION

The Victoria Park Lodge was formed in 1901. In 1903 Brother Gutman offered his block of land on the corner of Temple and Albany Road for sale at a cost of £272 to be charged interest free and to be repaid only when possible. This offer was accepted and a month later it was decided to build a Masonic Hall. A maximum budget was set at £700, however this amount blew out to £1100. In order to pay for the building, debentures were issued for £2 each at 2.5% over 15 years. The original hall was approximately 14 metres by 7metres. In September 1904 the first meeting was held in the hall.

In 1917, during World War I, extensions were made to the hall and a Roll of Honour was added. During 1927 the original hall was demolished and the current one was built. A dinner was held to commemorate the occasion and a photo of the celebratory dinner is still on display in the anteroom. The Victoria Park Lodge then formed a partnership with Riley Lodge to form a Hall Company.

The Company now has 99 lodges as members. During 1968, owing to the Grand Lodge moving from Hay Street West to Terrace Road, the Freemason's Club moved to take up residence in the Victoria Park Masonic Hall and in 1998 was a valued tenant. Refurbishment of the hall in 1993 included a modernised kitchen, a lower ceiling, the Lodge Room and the installation of air conditioning.

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Religion |
| Associations | • Church of Christ (Freemasons) |
| Sources | • Kirk, I. 1998. (Oral Information) |

STATEMENT OF SIGNIFICANCE

The Victoria Park Masonic Hall has cultural heritage significance for the following reasons:

- The place has aesthetic value as the hall's architecture is reflective of buildings constructed for community use in the late 1920s; and
- The hall is a reminder of the long association the Masonic Lodge has had with the Victoria Park community.

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: Town of Victoria Park 2000 MHI



Source: Town of Victoria Park 2000 MHI

**United Friendly Societies Building** **Place No.: 037**




| SITE INFORMATION | | |
|---|---|---|
| Other Names | United Friendly Society Chemist; Friendlies Chemist | |
| Street Address | 547–553 Albany Highway (Corner Rathay Street) | |
| Locality | Victoria Park | |
| Landgate PIN | 150598 | |
| Land Information | Lot 929 | Vol/Folio1068/824 |
| | Plan/Diagram P4377 | Reserve – |
| GPS | 115.899, -31.9784 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 12317 |
| Previous MHI | 2000 |
| Other Listings | Classified by the National Trust (2000) |

| PLACE TYPE | |
|---|---|
| Original Use | Commercial |
| Current Use | Commercial |
| Other Use | - |

Previous Place No.: VP11
**Place No.: 037**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | 1940 |
| Walls | Rendered Masonry |
| Roof | Corrugated Steel |
| Architectural Style | Inter War Art Deco |

PHYSICAL DESCRIPTION

The Friendlies Chemist (Fmr) is a single storey rendered masonry building located at the corner of Albany Highway and Rathay Street. The building has a corrugated steel roof concealed by rendered masonry parapet walls to all four sides. Its curved walls, banding and stepped central ornament to the Albany Highway elevation are details of the Art Deco architectural style.

The building is accessed by Albany Highway or by a rear entry located at its south east corner. There is a curved awning to the Albany Highway elevation that extends to the corner of Rathay Street. The window and door frames are white aluminum.

| | |
|---|---|
| Condition | Good |
| Integrity | Medium |
| Authenticity | Medium |
| Date of Survey | 31/03/2020 |

HISTORICAL INFORMATION

The land on which the Friendly Society Hall was built is said to be the site of one of the first soap factories in Victoria Park. The Victoria Park and District's United Friendly Societies Council first came into existence on October 5 1930 The first Chairman was Mr A Stone. The movement was formed to establish a local dispensary, however, it met with indifferent success.

In 1933 the Council put forward a scheme to finance the dispensary by means of debentures, this was approved and the foundation of the Friendly Society dispensary was laid. Premises were leased in 1934 and staff were employed. Officially the dispensary was opened on 1 June 1934 and by 1940, 1685 members were on the dispensary list.

In 1940 a new building, designed by architect W H Bennett, was constructed to become a permanent home for the Friendly Society dispensary. W H Bennett was a prominent architect responsible for many public buildings in Nedlands in the Inter-War period. Dr T Meagher (Mayor) and H Raphael, Member of the Legislative Assembly for Victoria Park, attended the opening of the new dispensary and both gave speeches.

The hall behind the Friendlies building was used during World War II for fund raising efforts and later by local community groups. In 1998 the Friendly Society still operated from this building.

| | |
|---|---|
| Historic Theme | Occupations: Commerce<br>Social & Civic Activities: Health |
| Associations | • Friendly Hall Society<br>• W H Bennet (Architect) |
| Sources | • Crann, D. DU. (Oral Information)<br>• AU. 1940. Victoria Park and Districts United Friendly Societies Council Souvenir Brochure. Printers J Lyon & Sons. (Brochure) |

STATEMENT OF SIGNIFICANCE

The Unitied Friendly Societies building has cultural heritage significance for the following reasons:

- The place has aesthetic value as an example of a commercial building constructed in the Inter War Art Deco architectural style. The building has become an important part of the commercial streetscape of Albany Highway; and

- The place has historic value for its association with the Victoria Park and Districts' United Friendly Society as a purpose built dispensary in 1940.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 31/03/20



Source: SCA31/03/20




Source: SCA 06/06/2018



Source: SCA 31/03/20

HISTORICAL PHOTOGRAPHS




Source: Town of Victoria Park 2000 MHI




Source: Town of Victoria Park 2000 MHI

**Victoria Park Hotel** **Place No.: 038**




| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 605 Albany Highway (Corner State Street) | |
| Locality | Victoria Park | |
| Landgate PIN | 12099837 | |
| Land Information | Lot 4 | Vol/Folio 1947/901 |
| | Plan/Diagram 43167 | Reserve – |
| GPS | 115.9, -31.9798 | |

| HERITAGE LISTINGS SURVEYS | |
|---|---|
| DPLH inHerit Database | 02221 |
| Previous MHI | 2000 |
| Other Listings | Statewide Hotel Survey (1997) |

| PLACE TYPE | |
|---|---|
| Original Use | Hotel & Bar |
| Current Use | Hotel & Bar |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | 1927 |
| Walls | Face Brick and Rendered Masonry |
| Roof | Terracotta Tile |
| Architectural Style | Federation Free Classical |

PHYSICAL DESCRIPTION

The Victoria Park Hotel is a two storey face brick and render building with a terracotta tile hip roof, constructed in the Federation Free Classical architectural style. The place is located at the corner of Albany Highway and State Street. The original portion of the hotel is to the northern corner of the site, contained within a U shape hip terracotta tile roof.

The Hotel faces Albany Highway to the north east with a two storey masonry arched verandah. Above the verandah is a rendered parapet wall concealing a corrugated steel skillion roof behind. To the centre of the parapet wall is a glazed tile feature that reads, "Victoria Park Hotel". There are two masonry chimneys to either side of the hip roof behind.

There are a series of additions to the rear of the original building that include a drive-thru bottle shop, storage and offices. Further south of the Hotel is a bitumen carpark. To the east of the Hotel is a Bistro with an open courtyard facing Albany Highway.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | Medium |
| Date of Survey | 31/03/2020 |

HISTORICAL INFORMATION

The Victoria Park Hotel on Albany Highway is situated on the site of the original Victoria Park Hotel which opened in 1908.

The second hotel was built in 1927 for the Swan Brewery (according to plans submitted to the City of Perth for planning approval). At one time the Victoria Park Hotel was near the terminus for the tram. Also, the paved surface of the Albany Highway ended at the Victoria Park Hotel.

After this point the highway continued as a plank road through to East Victoria Park.
In 1992 the Victoria Park Hotel was purchased by Peter Cinanni and the building underwent restoration in subsequent years.

In 2020 the interior of the hotel appears to have been recently renovated and a small barber shop is set up to the south west corner of the hotel (accessed through the bar area).

Previous Place No.: VP53
**Place No.: 038**

| | |
|---|---|
| Historic Theme | Occupations: Hospitality & tourism |
| Associations | - |
| Sources | • Houghton, C. 1997. (Oral Information)<br>• Cinanni, P. 1998. (Oral Infomation) |

STATEMENT OF SIGNIFICANCE

The Victoria Park Hotel has cultural heritage significance for the following reasons:

- The place has aesthetic value as it is representative of c1920s Federation Free Classical style of architecture; and

- The place has social and historical value as it has functioned since 1927 to service the Victoria Park community as a meeting place for social occasions.

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020




Source: SCA 2020

HISTORICAL PHOTOGRAPHS




The former Victoria Park Hotel c 1912
Source: Historypin.org
https://photos-cdn.historypin.org/services/thumb/phid/208168/dim/1000x1000/c/1482269432



Victoria Park Hotel street elevation c1940–1960
Source: Historypin.org
https://photos-cdn.historypin.org/services/thumb/phid/208165/dim/1000x1000/c/1482269432



Source: Town of Victoria Park 2000 MHI

**Alexandra Theatre (fmr)** **Place No.: 039**




| SITE INFORMATION | | |
|---|---|---|
| Other Names | Humphrey's Dance Studio; Mustang Bootscoot Dance Ranch | |
| Street Address | 625–629 Albany Highway | |
| Locality | Victoria Park | |
| Landgate PIN | 150603 | |
| Land Information | Lot 1051 | Vol/Folio 1366/345 |
| | Plan/Diagram 4377 | Reserve – |
| GPS | 115.9, -31.9801 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 3908 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Theatre |
| Current Use | Cafe |
| Other Use | Fitness Studio |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | 1905 |
| Walls | Rendered Masonry |
| Roof | Corrugated Steel |
| Architectural Style | Federation |

PHYSICAL DESCRIPTION

The Former Alexandra Theatre is a single storey painted brick and corrugated steel hip and gable roof building. The place is accessed via a double door between two commercial tenancies on Albany Highway.

There is a rendered parapet wall and awning to the street with a painted pressed tin cladding to the underside. The top of the parapet wall has a single painted brick soldier course and central brick detail.

Internally, the hall has a pressed tin ceiling and timber floorboards to the ground. There is a stage to the southern end of the hall that is approximately 6 metres x 4.5 metres.

| | |
|---|---|
| Condition | Fair |
| Integrity | Low |
| Authenticity | Low |
| Date of Survey | 31/03/2020 |

HISTORICAL INFORMATION

This building was constructed in 1905 by owner Mr F Waite. The following information comes from an interesting set of correspondence between Mr Waite and the Central Board of Health:

Mr Waite wrote to the Board on 11 December 1905 indicating he would like a building inspection as he planned to open the hall to the public on 13 December 1905. The Board indicated they could not organise an inspection with such short notice and did not visit the premises until the 15 December, after the hall had already been used. They were not amused, as there were a number of problems with the building particularly in the areas of ventilation. It was later set up for silent movies and then the 'talkies'.

The Alexandra Theatre declined as a venue for movies and for many years it became the Humphreys Dance Studio, where many balls were held.

In 1998 it was used as a Bootscooting Hall by Mustang Bootscooters. As a theatre it can seat approximately 400 people.

In 2020, the premise is now used as a boxing studio.

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Sport, recreation & entertainment |
| Associations | • Mr F Waite (Original Owner)<br>• Mr Humphrey (Humphrey's Dance Studio) |
| Sources | • AU. DU. Information from Manager at Mustang Bootscoot Dance Ranch. (Oral Information)<br>• Mr F Waite. 1905. Correspondence between Mr F Waite and Central Board of Health. (Letters) |

STATEMENT OF SIGNIFICANCE

The Alexandra Theatre (fmr) has cultural heritage significance for the following reasons:

- The place has historic value as an entertainment and recreation venue established as the Alexandra Theatre in 1905; and
- The place has aesthetic value as the interior contains remnant finishes such as the pressed tin that are representative of the Federation architecture style.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020

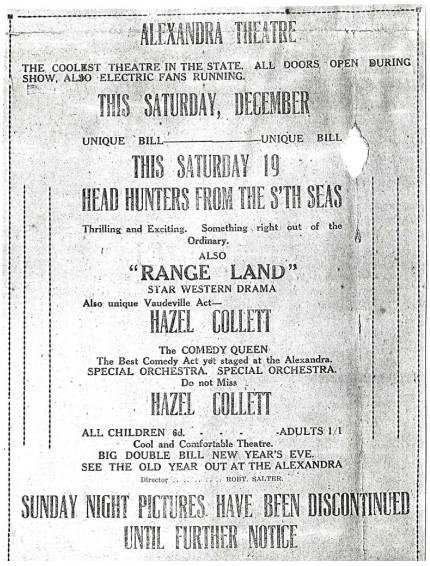


Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: Town of Victoria Park 2000 MHI



ALEXANDRA THEATRE

THE COOLEST THEATRE IN THE STATE. ALL DOORS OPEN DURING SHOW. ALSO ELECTRIC FANS RUNNING.

THIS SATURDAY, DECEMBER

UNIQUE BILL——————UNIQUE BILL

THIS SATURDAY 19

HEAD HUNTERS FROM THE S'TH SEAS

Thrilling and Exciting. Something right out of the Ordinary.

ALSO

"RANGE LAND"

STAR WESTERN DRAMA

Also unique Vaudeville Act—

HAZEL COLLETT

The COMEDY QUEEN

The Best Comedy Act yet staged at the Alexandra.

SPECIAL ORCHESTRA. SPECIAL ORCHESTRA.

Do not Miss

HAZEL COLLETT

ALL CHILDREN 6d. . . . . -ADULTS 1/1

Cool and Comfortable Theatre.

BIG DOUBLE BILL NEW YEAR'S EVE.

SEE THE OLD YEAR OUT AT THE ALEXANDRA

Director . . . . . ROBT. SALTER.

SUNDAY NIGHT PICTURES HAVE BEEN DISCONTINUED UNTIL FURTHER NOTICE

Source: Town of Victoria Park 2000 MHI




Source: Town of Victoria Park 2000 MHI




Source: Town of Victoria Park 2000 MHI

**Hardwear Hoods** **Place No.: 040**




| SITE INFORMATION | | |
|---|---|---|
| Other Names | Hoods Hardware; Hardware Hoods | |
| Street Address | 697 Albany Highway | |
| Locality | Victoria Park | |
| Landgate PIN | 155200 | |
| Land Information | Lot – | Vol/Folio 1788/389 |
| | Plan/Diagram 1954 | Reserve – |
| GPS | 115.901, -31.9818 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 3911 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Commercial |
| Current Use | Commercial |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | 1936 |
| Walls | Rendered Masonry |
| Roof | Corrugated Steel |
| Architectural Style | Inter War Art Deco |

PHYSICAL DESCRIPTION

Hardwear Hood (Fmr) is a single storey rendered masonry and corrugated steel hip and gable roof building in the Inter-War Art Deco architectural style.

The building's roof is concealed by a rendered masonry parapet wall to the front elevation (Albany Highway). There is an awning to the street that is clad with pressed metal and painted a white/cream colour. The building is accessed via a recessed central doorway from the street. There is a terrazzo floor to this entry with the word, 'Hoods' located in its centre. There is evidence of earlier sign writing to the side masonry wall.

The window openings to the street were concealed by metal roller shutters at the time of inspection.

| | |
|---|---|
| Condition | Good |
| Integrity | Medium |
| Authenticity | Medium |
| Date of Survey | 31/03/2020 |

HISTORICAL INFORMATION

Hardwear Hood used to be known as Hardware Hood's after Mr Hood, who established the business.

| | |
|---|---|
| Historic Theme | Occupations: Commerce |
| Associations | • Mr Hood (Original Owner) |
| Sources | • AU. DU. Information from Owner. (Oral Information) |

STATEMENT OF SIGNIFICANCE

Hardwear Hood has cultural heritage significance for the following reasons:

- The place has aesthetic value with its distinctive facade that is representative of the Inter War Art Deco style of architecture; and

- The place has historic value being established in the 1930s.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020




Source: SCA 2020




Source: SCA 2020




Source: SCA 2020

HISTORICAL PHOTOGRAPHS




Source: Town of Victoria Park 2000 MHI

**Read Park** **Place No.: 041**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | Corner Albany Highway and Salford Street | |
| Locality | Victoria Park | |
| Landgate PIN | 157272 | |
| Land Information | Lot 124–128 | Vol/Folio 1075/397 |
| | Plan/Diagram P2916/11804 | Reserve – |
| GPS | 115.899, -31.9768 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 14881 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Public Park |
| Current Use | Public Park |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | - |
| Walls | - |
| Roof | - |
| Architectural Style | - |

PHYSICAL DESCRIPTION

Read Park is bounded by Lichfield Street to the north east, Salford Street to the south east, Albany Highway to the south west and commercial and residential buildings to the north west. The park includes mature trees of varied species, manicured lawn, seating, public toilets and two separate children's playgrounds.

There is a granite sculpture to the centre of the park to commemorate the mothers separated from their children by adoption. The sculpture was unveiled in March 2019 by the Hon. David Templeman (Minister for Local Government, Heritage, Culture and the Arts and Mayor Trevor Vaughan.

There are two plaques positioned to the centre to the sculpture that read:

(1)
ARMS
This memorial has been erected by the Association Representing Mothers Separated from their children by adoption Inc.
Our children were wanted and deeply loved
EMPTY ARMS – BROKEN LIVES
Approximately 200,000 mothers and babies were torn apart at birth through forced adoption.
19/10/10 – W.A. Parliament apology – a world first.
29/2/12 – Federal Senate Inquiry finds laws were ignored and lives were shattered.
21/3/13 – Federal Government apology to mothers, fathers, sons and daughters.
DEDICATED TO THOSE WHO HAVE ENDURED IMMENSE TRAUMA
AND THOSE WHO DID NOT SURVIVE
ARMS ACKNOWLEDGES THE SUCCESS AND DEDICATION OF THE APOLOGY ALLIANCE TOWARDS OBTAINING APOLOGIES AUSTRALIA WIDE.

(2)
ARMS is grateful to the Town of Victoria Park for accepting the donation of this memorial.
Unveiled on 21 March 2019 by Hon. David Templeman, Minister for Local Government, Heritage, Culture and the Arts and Mayor Trevor Vaughan.

| | |
|---|---|
| Condition | - |
| Integrity | - |
| Authenticity | - |
| Date of Survey | 31/03/2020 |

HISTORICAL INFORMATION

Read park was named in honour of William Ray Read who was born in 1882 in Lilydale, Victoria. Read married Florence Matilda Mills and had one son and three daughters (including a set of twins). Completing his high school education in Victoria, Read finished his Tertiary Studies in WA, graduating as a pharmacist.

In 1910 he opened a pharmacy at 249 Albany Highway when there were only six other businesses in the highway. Ray, a community spirited character, was a founding member of many of Victoria Park's associations and recreation clubs. He was strongly involved in two, the Businessmen's Association and the Victoria Park Citizens Band. Further involvement included membership in the Ugly Mens Association, the Braille Society Management Committee, the Victoria Park Senior Citizens Centre and Rotary. Read is remembered fondly as being very generous in dispensing free medicine during the Depression when people struggled to avoid medical costs. Grandson, Vin Nairn, recalls a woman stating effusively that Ray Read saved her husband's life when the husband was very ill and broke. This philanthropic attitude saw him serve on the Unemployed Relief Assistance Committee during the Depression of 1929 and the early 1930s.

In 1926 Read began what was to become 35 years of continuous service on the Perth City Council. As one of the longest serving Perth City Councillors, Read was rewarded by becoming a Freeman of the City of Perth (one of only eight in the histoiy of the PCC). His involvement in politics extended when he became the member for the Legislative Assembly for Victoria Park in 1945. Read continued in this role until 1953.

He died in 1974 at the Braille Hospital in Victoria Park. He is remembered as a quiet, gentle reserved man, well loved by his family.

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Sport, recreation & entertainment |
| Associations | • State Housing Commission of Western Australia<br>• Ray Read (Chemist and Community Member) |
| Sources | • Chamber of Commerce. 1996. 'Victoria Park' Business and Enterprise 1890–1990. 100 Years Down the Track. (Booklet)<br>• O'Brien Planning Consultants. 1997. Research Relating to Park and Reserve Names for the Town of Victoria Park. (Booklet) |

STATEMENT OF SIGNIFICANCE

Read Park has cultural heritage significance for the following reasons:

- The place has social value as parkland that is utilised by the local community; and

- The place has historic value for its association with Ray Read who made a notable contribution to the development of Victoria Park's business community as well as representing Victoria Park in State Parliament.

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS




Source: Town of Victoria Park 2000 MHI

**Tram Stop**

**Place No.: 042**



| | | |
|---|---|---|
| SITE INFORMATION | | |
| Other Names | - | |
| Street Address | Corner of Albany Highway and Mackie Street | |
| Locality | Victoria Park | |
| Landgate PIN | 0 | |
| Land Information | Lot – | Vol/Folio – |
| | Plan/Diagram – | Reserve – |
| GPS | 115.894, -31.9718 | |

| | |
|---|---|
| HERITAGE LISTINGS AND SURVEYS | |
| DPLH inHerit Database | 15680 |
| Previous MHI | 2000 |
| Other Listings | - |

| | |
|---|---|
| PLACE TYPE | |
| Original Use | Tram Stop |
| Current Use | Tram Stop |
| Other Use | Power Pole |

Previous Place No.: VP48
**Place No.: 042**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1905 |
| Walls | - |
| Roof | - |
| Architectural Style | - |

PHYSICAL DESCRIPTION

The former Tram Stop and timber power pole are located on the south-east corner of the Albany Highway and Mackie Street. The structure has been painted white with the tram stop writing still visible. All wires to the power pole have been removed. Signage about the tram stop is located nearby, as is a plaque within the footpath.

| | |
|---|---|
| Condition | Fair |
| Integrity | Low |
| Authenticity | Medium |
| Date of Survey | 31/03/2020 |

HISTORICAL INFORMATION

The tram stop is a solitary remainder of what was once a major revolutionary change in transport. Prior to the arrival of the tram in 1905, the people of Victoria Park were isolated from the city by the Swan River. Though ferries were available at South Perth and the causeway allowed pedestrians and horse and carts to cross the river flats, both still caused some difficulties. Cheap efficient and reliable public transport was therefore a beneficial to Victoria Park residents. In fact, the first tram crossing the Causeway was considered such an important event that a school holiday was declared.

The tram service took people from Perth along Albany Road (later highway) to Duncan, Mint and Camberwell Streets. Later it was extended to the junction of Albany Highway and Shepperton Road and along Welshpool Road to the munition works during the war years. The tram service was not the smooth experience a train ride gives today. According to reminiscences of Victoria Menzies, an early Victoria Park resident, the trams rattled and bounced, often giving fear that the tram would leave the rails altogether. A consequence of trams was the attraction of businesses around the stops, eg. Terminus Butchers.

The tram service in Perth grew markedly until the end of World War II but the 1950s saw their decline. Increasing cars and bus services that were not linked to rails took over as the popular form of transport. The last tram ran in 1958.

| | |
|---|---|
| Historic Theme | Transport & Communications: Road/Rail transport |
| Associations | - |
| Sources | • AU. DU. Trams – A New Era. (Booklet)<br>• AU. DU. Community Newspaper. (Newspaper Article) |

STATEMENT OF SIGNIFICANCE

The Tram Stop has cultural heritage significance for the following reasons:

- The place has historic value as it is representative of a mode of transport that is no longer used in Victoria Park or Western Australia, where once tram travel was considered an innovative mode of transport;
- The arrival of the trams in 1905 was a significant catalyst to commercial and residential development in Victoria Park and even some of the outer suburbs as the line was extended to Welshpool; and
- The tram stop is also quite rare in Perth as few reminders of the tram era remain standing.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS




Source: SCA 2020




Source: SCA 2020




Source: SCA 2020




Source: SCA 2020

HISTORICAL PHOTOGRAPHS




Source: Town of Victoria Park 2000 MHI




Source: Town of Victoria Park 2000 MHI

**Pumping Station**

**Place No.: 043**




| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 7 Armagh Street | |
| Locality | Victoria Park | |
| Landgate PIN | 156525 | |
| Land Information | Lot 68 | Vol/Folio 1060/317 |
| | Plan/Diagram10220 | Reserve – |
| GPS | 115.888, -31.9697 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 15199 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Pumping Station |
| Current Use | Pumping Station |
| Other Use | - |

Previous Place No.:VP24
**Place No.: 043**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | 1938 |
| Walls | Face Brick |
| Roof | Clay Tile |
| Architectural Style | Inter War Free Classical |

PHYSICAL DESCRIPTION

The Pumping Station is located at the intersection of Hordern Street and Armagh Street, in between Canning Highway and a small roadside reserve. The building is a simple symmetrical structure orientated south east, north west and facing Armagh Street. It is constructed of face brick and rendered walls and a terracotta tile hip roof in the Federation Free Classical architectural style. The letters M W S S & D D are displayed along the northern elevation of the building.

Access to the building is via a black palisade high fence with a gate located to the north east corner.

There are timber doors to the front (east) elevation with a steel I beam above. A Water Corporation sign is mounted to one of the doors.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | High |
| Date of Survey | 31/03/2020 |

HISTORICAL INFORMATION

The Pumping Station was constructed in 1938 by the Metropolitan Water Supply – Sewerage and Drainage Department (now Water Corporation of Western Australia) to service districts south of Perth. Drawings of the building were completed in 1937. The design engineer was K Dumas and the construction engineer was A G Sloane.

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Community services & utilities |
| Associations | • K Dumas (Design Engineer)<br>• A G Sloane (Construction Engineer) |
| Sources | • Noble, G. 1990. Inner Metropolitan Survey by the National Trust of Australia (WA). A Report on Heritage Places in Victoria Park Vol 1–4. (Report)<br>• Water Corporation. 1997. Correspondence. (Letter) |

STATEMENT OF SIGNIFICANCE

The Pumping Station, located at 7 Armagh Street, has cultural heritage significance for the following reasons:

- The place has aesthetic value as a well balanced and carefully designed building that allows a public utility to sit well in a residential area and has streetscape value as it is visible from the highway; and
- The place has historic value as a structure built in 1938, and superseded in 1963, that is still operative and demonstrates a way of life in the past.

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020

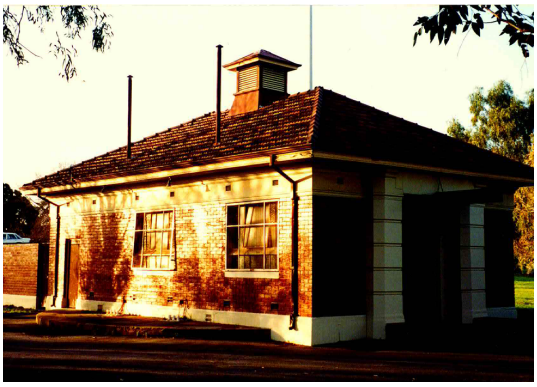


Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: Town of Victoria Park 2000 MHI

**Residence**

**Place No.: 044**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 105 Berwick Street | |
| Locality | Victoria Park | |
| Landgate PIN | 155110 | |
| Land Information | Lot 1164 | Vol/Folio 1036/313 |
| | Plan/Diagram 4377 | Reserve – |
| GPS | 115.888, -31.9788 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 14925 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Residence |
| Current Use | Residence |
| Other Use | Hospital (Post WWII) |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | 1896 |
| Walls | Weatherboard |
| Roof | Corrugated Steel |
| Architectural Style | Federation Filigree |

PHYSICAL DESCRIPTION

The residence, located at 105 Berwick Street East, is a two storey weatherboard clad and steeply pitched corrugated steel hip and gable roof building in the Federation Filigree architectural style.

The residence is sited on a hill overlooking the Perth CBD and bounded by a medium height rendered masonry fence with painted timber picket infill. The residence has two large rendered masonry chimneys with simple moulding. There is a timber return verandah to the north and west elevations with timber turned posts and decorative mouldings. There appears to be later additions to the south east corner of the property.

All windows and doors to the original portion of the residence appear to be timber framed painted white.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | High |
| Date of Survey | 31/03/2020 |

HISTORICAL INFORMATION

The land on which this weatherboard house is erected was first owned by John Peter Henry Olden.

Location 36 was subdivided into lots fronting onto Fitzroy Street (now Berwick Street). Lots 1164 and 1165 were sold to the McMasters. The original mortgage was taken out by Robert and Emily but the owner of the house, according to Certificates of Title, was Emily Frances Hemsley McMaster who owned the property until it was sold to David Dick and Ernestine Everard Barbour in 1922.

Ernestine Barbour became sole owner of the property in 1930.

By 1933 when Arthur Bertram Pratt bought lot 1164 (now 105 Berwick Street), lot 1165 had been resumed and made into a road – Courthope Street. There is evidence that the house was used as a Hospital after WWI.

Captain Robert McMaster was the architect behind the Broken Hill Hotel (built 1899). He was a prominent community member who gave much time to the Municipality of Victoria Park, first as Chairman and then as Mayor 1897–1898. Robert McMaster gained his rank as Captain when he was placed in charge of the Western Australian second contingent in the Boer War. He saw two years active service in South Africa. He fought at Diamond Hill and Sand River and was decorated with a King's Medal. He retired from the forces when he returned from South Africa. He and his wife, Emily, had five children, three sons and two daughters.

During the c1980s the house was recorded as being run down. The house was purchased in the late c1980s by the Robertson family who constructed an extension and undertook renovations in keeping with the style and period of the house.

| | |
|---|---|
| Historic Theme | Occupations: Domestic actvities |
| Associations | • Captain Robert McMasters (Architect) |
| Sources | • Battye, J S. 1912. The Cyclopedia of Western Australia Vol 1. Hesperian Press, Carlisle. (Book) |

STATEMENT OF SIGNIFICANCE

The Residence, located at 105 Berwick Street, has cultural heritage significance for the following reasons:

- The place has historic and aesthetic value as a substantial timber building, atypical of the more modest timber residences constructed in Victoria Park in the late 1890s. Its elevated position gives it additional streetscape value; and

- The place is associated with the architect, Robert McMaster, as his family residence. McMaster, later Captain McMaster, was also a military man who made his mark when forces were sent to South Africa during the Anglo-Boer War 1899–1902.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: Town of Victoria Park 2000 MHI



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | Canning Highway | |
| Locality | Victoria Park | |
| Landgate PIN | 12384110 | |
| Land Information | Lot – | Vol/Folio – |
| | Plan/Diagram SWAN 1 | Reserve 21889 |
| GPS | 115.886, -31.9692 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 3915 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Park |
| Current Use | Park |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1920s |
| Walls | - |
| Roof | - |
| Architectural Style | - |

PHYSICAL DESCRIPTION

McCallum Park is located on the Swan River adjacent to the Causeway. The park is bounded by the Swan River to the west, the Causeway to the north, Canning Highway to the east and Taylor Street to the south.

McCallum Park includes manicured lawns, children's play equipment and a number of mature trees including Pepper Trees and Moreton Bay Figs. There is a skate bowl and basketball court share to the north east of the site.

| | |
|---|---|
| Condition | - |
| Integrity | - |
| Authenticity | - |
| Date of Survey | 31/03/2020 |

HISTORICAL INFORMATION

McCallum Park was named after the Honourable Alexander McCallum, Member of Parliament in 1921.

Alexander McCallum was born on 28 October 1877 in Adelaide South Australia. He was apprenticed to a bookbinder at the age of 14. In 1898 McCallum left for Perth where he worked in the Government Printing Office. At the age of 28, after being a member of the Bookbinders and Paper Rulers' Industrial Union, he became President of the Coast Trades and Labour Council. His political career grew with an executive role in the Western Australian Branch of the Australian Labour Party which led to eight years on the Federal ALP Executive.

In 1921 McCallum was elected to represent South Fremantle as a Member of the Legislative Assembly. His 14 years in Parliament saw him become a Minister for Works, Water Supply, Sewerage and Drainage, and Labour and Training Concerns. Leadership roles included a five year stint as the Deputy Leader of the Labour Party from 1930 to 1935.

McCallum Park is undoubtedly named to commemorate Alexander's vital contribution to the construction of Canning Dam and reclamation of the Swan River Foreshore during his time as Minister. McCallum left Parliament on his resignation in 1935. He died in July 1937 and was buried at the Fremantle Cemetery.

McCallum Park has been a traditional venue for the Circus which has attracted many visitors to the park over the years. It is frequented by rollerbladers, joggers and bike riders, and has been the scene of the finishing line for a number of marathons.

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Sport, recreation & entertainment |
| Associations | • Alexander McCallum (State Parliamentarian) |
| Sources | • Black, D; Bolton, G. 1990. Members of the Parliament of Western Australia. Vol 1 1870–1930. (Book)<br>• AU. 1935. (Newspaper Article) |

STATEMENT OF SIGNIFICANCE

McCallum Park has cultural heritage significance for the following reasons:

- The place has social value as a gathering place for the local and broader Western Australian community; and

- The place has historic value for its association with Alexander McCallum, who was the Minister responsible for much of the reclamation of the river foreshore during the 1920s.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPH



Source: Town of Victoria Park 2000 MHI



Source: Town of Victoria Park 2000 MHI



Source: Town of Victoria Park 2000 MHI

**Residence** **Place No.: 046**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 31 Cargill Street | |
| Locality | Victoria Park | |
| Landgate PIN | 151117 | |
| Land Information | Lot 7 | Vol/Folio 2048/966 |
| | Plan/ Diagram 1816 | Reserve – |
| GPS | 115.891, -31.9731 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 14928 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Residence |
| Current Use | Residence |
| Other Use | - |

Previous Place No.: VP28
**Place No.: 046**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1900–1919 |
| Walls | Weatherboard |
| Roof | Corrugated Steel |
| Architectural Style | Federation Bungalow |

PHYSICAL DESCRIPTION

The residence, located at 31 Cargill Street, is a single storey weatherboard clad and corrugated steel hip roof building in the Federation Bungalow architectural style. The residence is bounded by a medium height timber picket fence painted white to Cargill Street.

The residence has a symmetrical form with a central entry door and timber casement windows to either side, facing Cargill Street. There is a verandah that runs the full length of the front elevation and is constructed of timber turned posts and a corrugated steel bullnose roof.

The lot appears to have been sub-divided with a newer residence to the rear.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | High |
| Date of Survey | 31/03/2020 |

HISTORICAL INFORMATION

There are no historical notes available at this time.

| | |
|---|---|
| Historic Theme | Occupations: Domestic activities |
| Associations | - |
| Sources | • Noble, G. 1990. Inner Metropolitan Survey by the National Trust of Australia (WA). A Report on Heritage Places in Victoria Park Vol 2. (Report) |

STATEMENT OF SIGNIFICANCE

The residence, located at 31 Cargill Street, has cultural heritage significance for the following reasons:

- The place has aesthetic value as a representative example of the Federation Bungalow style of architecture.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: Town of Victoria Park 2000 MHI

**Residence**

**Place No.: 047**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 33 Cargill Street | |
| Locality | Victoria Park | |
| Landgate PIN | 151116 | |
| Land Information | Lot 8 | Vol/Folio 562/116 |
| | Plan/Diagram 1816 | Reserve – |
| GPS | 115.89, -31.9732 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 14929 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Residence |
| Current Use | Residence |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1909 – c1919 |
| Walls | Face Brick and Rendered Masonry |
| Roof | Corrugated Steel |
| Architectural Style | Federation Bungalow |

PHYSICAL DESCRIPTION

The residence, located at 33 Cargill Street, is a single storey face brick and corrugated steel hip and gable roof building in the Federation Bungalow architectural style. The residence is bounded by a medium height timber picket fence painted cream/white to Cargill Street.

The residence has an asymmetrical form with a return verandah that runs the full length of the front elevation and to one side. The verandah is constructed of timber turned posts and a corrugated steel roof with decorative mouldings and corner brackets.

The gable facing Cargill street has a moulded plaster motif, painted cream/white. There is a face brick chimney to the centre of the roof with rendered moulding and two terracotta pots.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | Medium |
| Date of Survey | 31/03/2020 |

HISTORICAL INFORMATION

No Historical Notes available at this time.

| | |
|---|---|
| Historic Theme | Occupations: Domestic activities |
| Associations | - |
| Sources | • Noble, G. 1990. Inner Metropolitan Survey by the National Trust of Australia (WA). A Report on Heritage Places in Victoria Park Vol 2. (Report) |

STATEMENT OF SIGNIFICANCE

33 Cargill Street, Victoria Park has cultural heritage significance for the following reasons:

- This house has strong aesthetic heritage value. It is a fine representative example of the Federation Bungalow style and the place has considerable streetscape value; and

- The house is one of a group of heritage homes in the vicinity which together create a district character which can be attributed to the Victoria Park district.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: Town of Victoria Park 2000 MHI



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 57 Cargill Street | |
| Locality | Victoria Park | |
| Landgate PIN | 154988 | |
| Land Information | Lot 311 | Vol/Folio 1813/68 |
| | Plan/ Diagram 4377 | Reserve – |
| GPS | 115.889, -31.9745 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 14944 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Residence |
| Current Use | Residence |
| Other Use | - |

Previous Place No.: VP30
**Place No.: 048**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1914 |
| Walls | Face Brick |
| Roof | Corrugated Steel |
| Architectural Style | Federation Bungalow |

PHYSICAL DESCRIPTION

The residence, located at 57 Cargill Street, is a single storey face brick and corrugated steel hip and gable roof building in the Federation Bungalow architectural style. The residence is bounded by a low height timber picket fence painted white to Cargill Street. There is a central gate and paved pathway that lead to the house entry.

The residence has a symmetrical form with a verandah that runs the full length of the front elevation. The verandah is constructed of timber turned posts and a corrugated steel bullnose roof with decorative mouldings and corner brackets. There is a timber and corrugated steel skillion roof carport to the northern side of the residence. The brickwork to the street is tuckpointed with a rendered band at window sill level. There are two narrow timber vertical sash windows to either side of the central entry door.

The lot appears to have been subdivided with a single storey face brick and corrugated steel residence to the rear. This residence (57A) is accessed via a paved driveway to the south of the residence.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | Medium |
| Date of Survey | 31/03/2020 |

HISTORICAL INFORMATION

Built in cl914, this house is said to have been the first in this section of Cargill Street. It stood on a considerable expanse of orchard land which has subsequently been subdivided.

| | |
|---|---|
| Historic Theme | Occupations: Domestic activities |
| Associations | - |
| Sources | • Noble, G. 1990. Inner Metropolitan Survey by the National Trust of Australia (WA). A Report on Heritage Places in Victoria Park Vol 2. (Report) |

Previous Place No.: VP30
**Place No.: 048**

STATEMENT OF SIGNIFICANCE

57 Cargill Street, Victoria Park has cultural heritage significance for the following reasons:

- This house has strong aesthetic heritage value. It is a fine representative example of the Federation Bungalow architectural style and has considerable streetscape value; and

The house is one of a group of heritage homes in the vicinity which together create a district character which can be attributed to the Victoria Park district.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: Town of Victoria Park 2000 MHI

**Victoria Park Primary School** **Place No.: 049**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 1 Cargill Street | |
| Locality | Victoria Park | |
| Landgate PIN | 11620575 | |
| Land Information | Lot 10283 | Vol/Folio – |
| | Plan/Diagram SWAN 7 | Reserve 5044 |
| GPS | 115.892, -31.9713 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 3459 |
| Previous MHI | 2000 |
| Other Listings | Town of Victoria Park Heritage List (1998)<br>HCWA State Register of Heritage Places (1996) |

| PLACE TYPE | |
|---|---|
| Original Use | School |
| Current Use | School |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | 1894 |
| Walls | Face Brick and Rendered Masonry |
| Roof | Corrugated Steel |
| Architectural Style | Federation |

PHYSICAL DESCRIPTION

Victoria Park Primary School is located within a commercial and residential precinct, at the northern end of the commercial zone along Albany Highway. It marks the northern boundary of the residential precinct located behind Albany Highway. There are nine buildings on the site which make up Victoria Park Primary School. They form a unified collection of buildings, constructed at different times, and display a range of building styles that were common, not only to education facilities developed in Western Australia in the early – mid twentieth century, but also to other public buildings. The school buildings are located on the northern and western perimeters of the site, with a large open playing area on the south western perimeter. The site also has a number a mature trees, peppermints, lombardy poplars and several species of gum trees.

Old School Building (Building A)
The Old School Building is comprised of clusters of rooms added over the period 1894 to 1913. It is a single storey brick building with a hip and gable roof covered with corrugated galvanised iron. The building has retained five chimney stacks which have rendered mouldings at the top and bottom of the stack. The building sits on a brick plinth at the northern end of the western elevation and on the northern elevation (1913 addition). The northern elevation has a formal brick porch with recessed brick quoins. The eaves are open slatted and are supported on the western side with heavy wooden brackets. The gable ends feature semi-circular timber, slatted ventilators. The western portion of the roof is carried down over the double hung sash windows to form a pair of awnings which are decorated with a saw-toothed valance.

The hopper windows on the gable end of the eastern wing are protected by an awning which is supported by turned timber brackets and decorated with a scalloped valance. The northern section of the eastern elevation is clad with zincalume sheeting. A weatherboard store-room is attached to the south side of Room 1. The external face of the north wall of Room 4 has been rendered. The building has a 'L' shaped plan. The southern end has four rooms laid out around a central corridor, while the northern extension has rooms on one side of a corridor. The level of the building changes at the point where the corridor was extended to the north and access to the northern end of the corridor is via two steps. Encapsulated within the building is the earliest school room; however the exact location of this room is unclear.

Rooms 1 & 2 and 3 & 4 have had their common walls removed to create two large classrooms. The interior walls are all covered with plaster and painted white. The floors are covered with carpet, except room 7a which has exposed timber floor boards. The coved ceilings in rooms 1 and 2 and the southern section of the corridor are tongued and grooved boards.

The remaining rooms have fibrous plaster ceilings. Rooms 1, 2, 3 and 4 have metal tie-rods running across the centre of the room at top-plate height. Exterior windows are double-hung with the exception of hopper windows in Rooms 3 and 4. Rooms 1, 2, 3 and 4 have windows opening onto the corridor. These double windows pivot open from a central hinge. All the classrooms have fireplaces. None have mantle pieces and the fireboxes have been bricked up. The windows to Rooms 1, 2, 7 and 8 have had sun screens installed. In 1929, the shingle roof was replaced with corrugated galvanised iron. In 1993, the northern wall of Room 3 was re-built and rendered due to instability.

Infants School (Building B)
The Infants School is a single storey brick building with corrugated galvanised iron gable roof and a verandah on the western side. The verandah has been enclosed with fibrous cement sheeting. The verandah has timber floor boards. The interior has rendered walls, a vermiculite finish to the ceiling in what was formerly Room 5 and plaster ceiling to Room 6 (staff room), doublehung windows and a mixture of joinery styles for door architraves. Both fireplaces have been bricked in.

In 1919, the Senior School was added to the northern side of the Infants School. This section is discussed below. In the 1980s, Rooms 5 and 6 and the adjacent corridor ceased to be used as classrooms and became the administration centre of the school. The partition wall between Rooms 5a and 5b was removed together with the northern wall of Room 5 and new walls were inserted to create the Principal's Office, outer Office, Sick Room and photocopy area. Room 6 became the Staff Room

Senior School (Building C)
The Senior School Building is a two storey brick addition with an entry porch to the Infants School. It is of a similar style to the earlier building. The first stage was constructed, in 1919, and consisted of Rooms 10 and 11. In 1924, Rooms 12, 15 and the stairwell were added, and in 1925, Rooms 13 and 14 were constructed. The gable roof is clad with corrugated galvanised iron and the eaves are open slatted. The lintels and string courses are cement render. Unlike the Old School building, the chimney stacks have no rendered mouldings; however, the plain brickwork is embellished with a brick string course and corbelling to the top of the stack. Classrooms on the ground and first floors open onto a verandah area. The floor of the verandah at ground level is cement, while that on the first floor is timber tongued and grooved boards. Hopper windows are used in the classrooms, while double-hung sash windows are used in the stairwell and in the first floor store room. There is a modern concrete fire escape stair on the western exterior side of the verandah. This was added to the building in 1966. The original internal stair access at the northern end of the building remains together with the original wooden staircase. The interior finish in all the classrooms is the same: rendered walls painted white. The ceilings are plaster sheets with cover battens. The floors are carpeted.

Pre-Primary Building (Building D)
The Pre-Primary Building is a timber framed building clad with weatherboard and fibrous cement sheets. The gable roof is clad with corrugated galvanised iron. The roof line extends down on the northern side to form the verandah roof. The eaves are open slated over the gable end. The interior walls are clad with fibrous plaster. The coved ceiling is clad with timber boards. The timber floor is partially covered with carpet and vinyl sheet.

The building has been extended at the eastern end; construction of this section is the same as the rest of the building. The verandah roof has been extended on the western side to the roof line of Building H (toilet block). The pre-primary building and play area is surrounded by a cyclone fence.

The building was erected in 1917, and originally had sliding canvas shutters for windows. At some time the original shutters have been removed and the roof-line extended to form a verandah. In 1982, the building was re-located to its present position. In 1993, the building was extended at the eastern end.

Manual Training Centre (Building E)
The Manual Training Centre is a timber framed building clad with weatherboards. The gable roof is clad with corrugated galvanised iron. The building was erected in 1935. On the north west corner is a lean-to section clad with fibrous cement sheeting. This section replaces the original weatherboard lean-to which was damaged by fire in 1974. The interior walls are clad with timber boards and the ceiling is gyprock plaster boards with a simple concave cornice. Struts descend through the ceiling to about one metre below the cornice. The windows are double-hung sash windows. The floor is timber boards. The building was moved to its current location in 1984.

Toilet Blocks (Buildings F, G and H)
The three toilet blocks are all of brick construction with corrugated galvanised roofs. The floors are concrete and the windows are louvred in a timber frame. The toilets were constructed in 1929, although Building F has been extended, on the southern side, to provide extra toilet facilities for the pre-primary children. The construction of the extension is the same as the earlier portion, the only difference being that the floor is tiled. The older section (which is not accessible to the pre-primaries) appears to be unused.

Store (Building I)
The Store is of brick construction with a clay tile roof (Marseilles pattern), concrete floor, double-hung sash windows and timber doors. The interior space has been divided into two rooms. The building was constructed in 1929.

Covered Assembly Area (Building J)
The Covered Assembly Area is of brick construction with a zincalume roof. The structure is open on two sides with a weatherboard toilet incorporated on one of the enclosed sides. The floor is concrete. The building was constructed in 1991.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | High |
| Date of Survey | 29/01/2019 |

HISTORICAL INFORMATION

In 1893, petitions were sent to the Education Department, by the residents of Victoria Park, requesting the construction of a school for their children.[1] In 1894, the Department bought three residential blocks and commenced planning the new school. During the 1890s the Public Works Department (PWD) experienced considerable pressure in the design and construction of numerous public buildings (post offices, schools, police stations and so forth). To address the demand, the PWD often tendered out to private architects for the designs for such buildings. Therefore, it was a private architect, Clarence Wilkinson, who prepared the plans for a single, brick classroom, with verandah.

The school opened in July 1894 under the direction of Miss Elizabeth Julius; the new school was named Victoria Park.[2] Increased enrolments at Victoria Park necessitated the erection of a further classroom, in 1895, again designed by Clarence Wilkinson. In 1897, the two room school building was extended with the addition of two classrooms and a corridor.[3] (Building A) In 1904, additional classroom space was required and it was decided that a separate building should be constructed for the use of the younger pupils. This was referred to as the Infants School.[4] (Building B) The building was designed by the government architect, Hillson Beasley and completed in 1905. By 1906, overcrowding led to the construction of an additional room on the western side of the 1904 Infants School.

In 1910, a new lavatory was added on the northern side of Building A. In the same year that this room was added, complaints about the poor drainage of the site reached a point where both the Town Clerk and parents proposed moving the school to a new site.[5] A compromise was reached by improving site drainage and inserting sub-floor vents in the building. In 1913, Beasley designed a further extension to the northern side of the Building A. The new rooms consisted of a classroom, hat room and lavatory. The old lavatory (1910) was converted into a teacher's room. The northern side of this extension featured a brick portico, while the eastern side (which was the corridor) was clad with weatherboards.

The plans which Beasley drew up in 1910 for the lavatory, indicate that later extensions were anticipated. When the additions were constructed in 1913, the Department further anticipated the future growth of the school and drew up provisional plans for future rooms on the eastern side of the new corridor, which explains the use of weatherboard cladding on the eastern side of the corridor. However, no further additions were made to Building A, although minor alterations to both the interior and exterior have been made.

In 1913, overcrowding continued to be a problem and the Department was forced to erect a tent to temporarily relieve the problem. The Department was financially unable to provide a new school room so the school hired a room in the Town Hall to temporarily assist with the overflow of students.[6] The Town Hall was located nearby on the northern side of Albany Highway. Around the turn of the century, a new Town Hall was constructed on the southern side of Albany Highway, further to the east of the old Hall. The old Town Hall was later demolished.

During the First World War the school's accommodation problems were solved with the erection of three pavilion classrooms. This type of classroom was constructed from weatherboards and appears to have had sliding canvas shutters.[7] Two classrooms were constructed in 1915 and another added in 1917.

However, these classrooms provided only temporary relief and in 1919, two additional classrooms were added to the northern side of Infants School (Building B). This section became the Senior School (Building C). The pavilion classroom which had been erected close to the Infants School was removed.

Enrolments reached their peak in 1923, (692 pupils) and by 1924, two classes were being held in the Town Hall, another in a hat room and one class used the local Methodist Hall.[8] The PWD proposed building a two storey addition on the northern side of the 1919 classroom block and additional classrooms above the 1919 classrooms to provide the school with four new classrooms.

The building was designed by the Chief Government Architect, William Hardwick, and the contract was let in two parts. Part one was completed in September 1924 and consisted of a double storey classroom block, with stairwell, constructed on the northern end of the 1919 block (Building C). Part two was completed in August 1925, and consisted of two classrooms built above the existing 1919 classrooms. The ground floor (1919) rooms were remodelled to the same specifications as the new upper storey rooms.

In 1926 weatherboard Pavilion 2, was relocated to Lake Gwelup.[9] Pavilion 3 (Building D) remains on site, but was relocated in 1982.

During the 1920s, on Arbor Day, students planted trees in nearby Raphael Park. (The park is bounded by Geddes, Washington, Gloucester and Armagh Streets.) Many of these trees have survived until the present. Raphael Park is used by the local community and by Victoria Park Primary School for their yearly Sports Carnival.

In 1929, further improvements to the school comprised the installation of three new brick latrine blocks and a brick store shed. The senior girls and boys had their own separate toilet blocks (Buildings G & I), and the third block was divided into two separate sections to accommodate infant girls and boys (Building H).

In 1935, the Manual Training Centre (Building E) was constructed at the school. This building was specifically constructed for manual training courses and was used by the Kent Street High School boys. Kent Street High School, (originally called Southern River High School and now called Kent Street Senior High School) was established circa 1942, and students from Victoria Park often went on to attend this high school. Kent Street Senior High School is located on the corner of Kent and Berwick Streets, due south of Victoria Park Primary School The Manual Training Centre continued to operate from this purpose built room until 1969.

School enrollments at Victoria Park Primary School reached their peak during the 1920s and then began to decrease. In 1923, the number of pupils enrolled was 692, but by 1948 the number had dropped to 589. The decreasing enrollment numbers meant that classrooms were no longer overcrowded and spare classrooms were often used for high school classes. In 1942, Kent Street High School conducted several post primary classes at Victoria Park Primary School while the High School was being completed[10]. In the same year, the top three classrooms (Rooms 13, 14 and 15) were used by girls from Perth Girl's Central School.

In 1948, there was a shortage of space at Kent Street High School and two classrooms at Victoria Park Primary School were used by the high school children. In 1950, 210 pupils from Kent Street High School were using classrooms at Victoria Park Primary School. In that year, there were 402 primary school children enrolled at Victoria Park Primary School. In 1966, Kent Street High School was again short of space and used the top three classrooms at Victoria Park Primary School. In 1967, the Manual Training Centre was used by post-primary children from Lathlain Park, pending the construction of a new high school at Kewdale.[11]

In 1969, there were 313 children enrolled at Victoria Park Primary School and in the following year (1970), Pavilion 3 became vacant and the Parents and Citizens Association used the building for their meetings. In 1980, the building was renovated and became the Pre-Primary Centre. It was relocated to its present position in 1982. (Building D) The Manual Training Centre (Building E) was slightly damaged by fire in 1974. The damage was restricted to the lean-to on the north west corner of the building. Discussions in the Education Department's correspondence files show that the Hall continued to by used, particularly by community groups in the evenings.[12] The building was repaired and in 1984 re-located to its current position.

In 1985, the Boys toilet (Building F) was extended on the southern side for the use of the Pre-Primary children.

In 1991, a new Covered Assembly area was constructed. The building is used for School Assemblies, and various school activities. The position of this new building meant that the tower holding the school bell had to be demolished and rebuilt in its present location.

Today, the place continues to be used as a primary school, with students from a broad mix of ethnic groups. (When the school was first established, the majority of the children were of Anglo-Celtic extraction.) The school is used by the community as a polling place during federal, state and local elections.

1 Education Department Correspondence files, E1204/93
2 P. &. C, Victoria Park School 75 Years, Victoria Park School 1894 – 1969, 1969, p.6.
3 Public Works Department. Annual Report 1897.
4 PWD Plan No. 11147, 2/12/04.
5 Education Department Correspondence file, 2888/13
6 P. &. C, p.16.
7 Education Department Correspondence file, 5171/14
8 P. &. C, p.15.
9 ibid, p.16.
10 ibid, p.19.
11 Education Department Correspondence file, F1496/52.
12 Education Department Correspondence file, F0216/75

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Education |
| Associations | • Hillson Beasley (Architect)<br>• Clarence Wilkinson (Architect)<br>• Lloyd and Solway (Builders) |
| Sources | • AU. DU. 75 Years Commemorative History of Victoria Park Primary School 1894–1969. (Booklet)<br>• Heritage Council of Western Australia. 1996. Assessment Documentation. (Report) |

Previous Place No.: VP54
**Place No.: 049**

STATEMENT OF SIGNIFICANCE

The Victoria Park Primary School has cultural heritage significance for the following reasons:

- The place is closely associated with the establishment, growth and consolidation of the Victoria Park area;
- The place has a strong aesthetic value through the unifying use of similar materials and embellishing details which create an architectural harmony;
- The place demonstrates the changes in both teaching methods and school architecture over a period of forty years;
- The place is representative of suburban school buildings designed by the Public Works Department in the 1890s – 1930s, and includes a rare example of a two storey suburban school building; and
- The place has considerable social value to both past pupils and present residents of Victoria Park as a place associated with the continuity of the suburb and as a venue for community activities.

| | |
|---|---|
| Management Category | 1 |
| Level of Significance | Exceptional |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: Town of Victoria Park 2000 MHI



Source: Town of Victoria Park 2000 MHI



Source: Town of Victoria Park 2000 MHI

**Raphael Park** **Place No.: 050**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | Bounded by Armagh, Washington, Glouster & Geddes Streets | |
| Locality | Victoria Park | |
| Landgate PIN | 156680 | |
| Land Information | Lot 101,101,123–131,177–186, 226-235,92–99 | Vol/Folio 391/92 |
| | Plan/Diagram 598 | Reserve – |
| GPS | 115.887, -31.973 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 14877 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Park |
| Current Use | Park |
| Other Use | - |

Previous Place No.: VP25
**Place No.: 050**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1907 |
| Walls | Painted Timer, Face Brick |
| Roof | Corrugated Steel |
| Architectural Style | Federation (Rotunda), Perth Regional (Community Building) |

PHYSICAL DESCRIPTION

Raphael Park is bounded by Armagh Street to the west, Washington Street to the north, Geddes Street to the east and Gloucester Street to the south. The park is lined with mature trees of Moreton Bay Fig, Norfolk Pine ad a variety of Conifers, Deciduous trees and Palms to all our sides. The park includes a large expanse manicured lawn and is used for a number of sports, including football and cricket.

There is a face brick, render and corrugated steel hip and gable roof building to the south west corner of the site that is believed to be used for equipment storage and community gatherings.

There is children's play equipment to the southern boundary, along Gloucester Street. Further east of this equipment is a timber frame and corrugated steel roof rotunda, addressing the intersection of Gloucester and Geddes. Further west of the play equipment is a bitumen carpark.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | High |
| Date of Survey | 31/03/2020 |

HISTORICAL INFORMATION

Raphael Park was first designated as a recreation reserve in 1907 by the Municipality of Victoria Park prior to its amalgamation with the City of Perth in 1917. The park is now named after Howard Stirling Raphael, Perth City Councilor from 1925 to 1944. Howard Raphael was born in 1900 in Adelaide, South Australia. Raphael moved to WA, with his family, in 1911. It is said that he tried to enlist for war service in 1916 but was under age. He was married twice but had only one child, a son by his first wife. Starting out as a dental assistant he later became a Dental Surgeon. He set up business in Victoria Park where he became heavily involved in community affairs. He was Vice President of the Victoria Park Ugly Men's Association, a member of the Celtic Club, and was active in a number of local sporting bodies.

Raphael was elected to the Perth City Council in 1924 and took his seat in 1925. He was also the Victoria Park MLC from 1930 to 1944. His political career included representing the Shop Assistants Union in the ALP and sitting on the State Executive of the ALP from 1928. During his period in State Parliament he was a Chairman of the Royal Commission inquiring into the administration of the Municipality of the City of Perth (1938).

During World War II Raphael enlisted in the AIF where he served as Captain of a Dental Unit from 1942 until his death in 1944. Following his death he was replaced on the Perth City Council by William Read, after a by election.

In his opening speech in the Legislative Assembly on 7 August 1945, Read said of Raphael that:

*"...his 20 years work for the ratepayers of the City of Perth and the district was of exceptional value. During that period he was responsible for many parks, gardens and children's playgrounds which we now have in our Ward for all time. These will forever stand as a monument to his labours for our district. As member for the district he was at all times most zealous in the welfare of the families and individuals. Particularly valuable was the groundwork he performed during the dreadful years of the financial depression and unemployment. He was indefatigable in helping the poor of the district, who will ever cherish his memory in their hearts."*

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Sport, recreation & entertainment |
| Associations | • Howard Stirling Raphael (State Member of Legislative Assembly) |
| Sources | • AU. DU. 75 Year Commemorative History of Victoria Park Primary School. 1984–1969. (Booklet)<br>• Noble, G. 1990. Inner Metropolitan Survey by the National Trust of Australia (WA). A Report on Heritage Places in Victoria Park Vol 2. (Report)<br>• O'Brien Planning Consultants. 1997. Research Relating to Park and Reserve Names. (Booklet) |

STATEMENT OF SIGNIFICANCE

Raphael Park has cultural heritage significance for the following reasons:

The park is bounded by mature trees;

The park is valued by the community. Historically the park is significant to many people who have used it as a popular sports and recreation venue; and

The Park also has an important role in commemorating the name of Howard Raphael, a prominent citizen of Victoria Park who went on to represent the area in State Parliament.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS




Source: SCA 2020



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: 2000 Town of Victoria Park MHI



Source: 2000 Town of Victoria Park MHI



Source: 2000 Town of Victoria Park MHI



Source: 2000 Town of Victoria Park MHI

Previous Place No.: VP20

**Convent of Mercy & Ursula Frayne Catholic College** **Place No.: 051**




| SITE INFORMATION | | |
|---|---|---|
| Other Names | St Joachim's School (fmr) | |
| Street Address | 15 Duncan Street | |
| Locality | Victoria Park | |
| Landgate PIN | 155488 | |
| Land Information | Lot 4 | Vol/Folio1152/343 |
| | Plan/Diagram 16622 | Reserve – |
| GPS | 115.899, -31.973 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 15000 |
| Previous MHI | 2000 |
| Other Listings | Uniting Church Inventory (1996) |

| PLACE TYPE | |
|---|---|
| Original Use | Convent & School |
| Current Use | School |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | Covent 1926, School 1934, Original Church/School 1899 |
| Walls | Red Face Brick, Rendered Masonry |
| Roof | Terracotta Tile |
| Architectural Style | Federation Free |

PHYSICAL DESCRIPTION

The Mercy Convent and Ursula Frayne College form part of a larger Parish and School complex. The site is bounded by Teague Street to the north, Duncan Street to the east, Shepperton Road to the south and St Joachim's Catholic Church and Hall to the west.

The College includes a combination of single to three storey buildings of varying eras and architectural styles. The cohesive style is achieved through the use of face brick and render as well as tiled roofs. The original two storey building located to the southern boundary of the site has face brick walls with rendered banding painted a white/ream colour. The hip and gable roofs are terracotta tile with face brick and rendered moulded chimneys. There is a masonry balustrade visible to Shepperton Road that is painted white/cream to match the buildings rendered features.

Further east is an addition to this building that extends along Shepperton Road to Duncan Street. The building is face brick with a terracotta tile roof. The complements the original building with rendered banding, window heads, arches and an entry gable. A Celtic cross sits atop the gable.

There is a later addition to the corner of Duncan Street and Teague Street. The face brick and terracotta tile roof building addresses this street intersection with a contemporary abstract form located to its rear.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | High |
| Date of Survey | 31/03/2020 |

HISTORICAL INFORMATION

St Joachim's Church was first established in 1899 and, over time, became used as a school. The Church was used as a classroom for nearly 70 years until its demolition in the 1960s. The first Principal of the school was Mother Clare Buggy, from Derry in Northern Ireland. Buggy set up the school and a convent in temporary dwellings, until a modest convent was built. In 1925, owning to a lack of space, planning and fundraising began for a new convent. Architect, E. Le B Henderson and Building, E T (Ted) Russell aimed at a, 'spacious and commodious' convent, which was opened in 1926. The convent was vacated in the 1980s.

The school's first enrolment of the school was 35 pupils and grew to involve many local children, including Aboriginal pupils. One of the predominant features of St Joachim's was its multicultural population. This trend became particularly noticeable with post WWII migration. By the 1970s the diversity of the population was represented in a student number between 150 and 200 children who came from migrant homes. In the 1970s there was also an increasing employment of lay-staff.

Ursula Frayne College was formed in 1990 by the amalgamation of Xavier College in East Victoria Park (itself a 1981 combination of St Francis Xavier and Our Lady Help of Christians Primary Schools), St Joachim's Primary School (co-educational) and St Joachim's High School (girls only). The amalgamation was at first controversial but settled in 1998 with a co-educational school population of over 650 in years 7–12 and 550 in years K-6.

A series of new building programmes has seen the campus considerably enhanced and upgraded between 1995 and 2000. All new buildings are sympathetic to the architectural style of the original convent. The old convent is part of the administration building of the college.

Much of this information was supplied by Sister Margaret Lipsett who started school at St Joachim's in 1949 as a child of 5 years. In 1998 Sister Margaret was in her 7th year as a Pastoral Care worker for Ursula Frayne College Community.

Ursula Frayne was Mother Superior of the Mercy Mission which began in Western Australia in 1846. Ursula Frayne opened the first secondary school in Western Australia. After much hardship setting up the Mission in the colony with very few Catholic people, the Sisters of Mercy flourished. In 1856 Mother Ursula Frayne responded to a call to set up a Victorian Foundation. Mother Ursula stayed in Victoria founding schools and orphanages until her death in 1885.

| | |
|---|---|
| Historic Theme | Community Efforts: Education & Science<br>Community Efforts: Relgiion |
| Associations | • Ursula Frayne (Mother Superior WA 1846)<br>• E Le B Henderson (Architect) |
| Sources | • AU. DU. Australian Dictionary of Biography. Vol 4. 1851–1890. (Book)<br>• Lipsett, Sr M. 1998. (Oral Information)<br>• McLay, A. 1992. Women Out of their Sphere: A History of the Sisters of Mercy in WA. Vanguard Press. (Book) |

STATEMENT OF SIGNIFICANCE

The Mercy Convent and Ursula Frayne College has cultural heritage significance for the following reasons:

- It has a long association with the Catholic community of the Victoria Park district since its inception in 1899;
- The buildings have a commanding presence along Shepperton Road and display many architectural features and a visual balance valued by the community;
- Many children have been educated at the school since it first opened in 1899 and it continues to provide a co-education to a broad range of students beyond the immediate Victoria Park district; and
- The school and former convent form an important part of a major heritage precinct which includes St Joachim's Hall, Church, Presbytery and the school campus.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020




Source: SCA 2020



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: 2000 Town of Victoria Park MHI



Source: 2000 Town of Victoria Park MHI



Source: 2000 Town of Victoria Park MHI

**Residence**

**Place No.: 052**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 27 Duncan Street | |
| Locality | Victoria Park | |
| Landgate PIN | 155536 | |
| Land Information | Lot – | Vol/Folio1041/570 |
| | Plan/Diagram 2793 | Reserve – |
| GPS | 115.9, -31.9728 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 14964 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Residence |
| Current Use | Residence |
| Other Use | - |

Previous Place No.: VP31
**Place No.: 052**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | - |
| Walls | Red Face Brick, Rendered Masonry |
| Roof | Corrugated Steel |
| Architectural Style | Federation Bungalow |

PHYSICAL DESCRIPTION

27 Duncan Street is a single storey face brick and render Federation Bungalow. The residence has a symmetrical front with a recessed central entry, and bay windows on both sides which are roofed with gables. The corrugated steel roof has a short gabled ridge and long hips. The bullnosed verandah extends across the front and along one side.

The tall slender Italianate chimneys are rendered at the base and top with facebrick shafts. The brick walls are tuckpointed with a rendered band at sill level and decorative features below the windows. A second lintel height band is corniced as is the decorative timber features on the vented gables. There are rendered decorative niches on both sides of the entry. The centrally placed steps which lead to the verandah are defined by low masonry piers and stepwalls.

| | |
|---|---|
| Condition | Good |
| Integrity | Medium |
| Authenticity | Medium |
| Date of Survey | 31/03/2020 |

HISTORICAL INFORMATION

No Historical Notes available at this time.

| | |
|---|---|
| Historic Theme | Occupations: Domestic activities |
| Associations | - |
| Sources | • Noble, G. 1990. Inner Metropolitan Survey by the National Trust of Australia (WA). A Report on Heritage Places in Victoria Park Vol 1–4. (Report) |

STATEMENT OF SIGNIFICANCE

27 Ducan Street has cultural heritage significance for the following reasons:

- It is a fine representative example of the Federation Bungalow Architectural Style and has considerable streetscape value; and

- The house is one of a group of heritage homes in the vicinity which together create a district character which can be attributed to the Victoria Park district.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: 2000 Town of Victoria Park MHI

**Residence**

**Place No.: 053**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 38 Geddes Street | |
| Locality | Victoria Park | |
| Landgate PIN | 154986 | |
| Land Information | Lot 263 | Vol/Folio 1411/181 |
| | Plan/Diagram 4377 | Reserve – |
| GPS | 115.889, -31.9738 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 14994 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Residence |
| Current Use | Residence |
| Other Use | - |

Previous Place No.: VP32
**Place No.: 053**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1919 |
| Walls | Painted Brick |
| Roof | Corrugated Steel |
| Architectural Style | Federation Bungalow |

PHYSICAL DESCRIPTION

The residence, located at 38 Geddes Street, is a single storey painted brick and corrugated steel hip and gable roof building in the Federation Bungalow architectural style. The residence is bounded by a low height painted brick to Geddes Street. There is a wrought iron gate located to the centre of the low wall and paved pathway that leads to the residence's entry.

The residence has a symmetrical form with a verandah that runs the full length of the front elevation. The verandah is constructed of timber turned posts and a corrugated steel bullnose roof. There are square bay windows with timber double hung windows to either side of the entry. There are gables above these windows each with half timbering and a gable finial at their ridge. There are rendered bands at window sill level.

There is a paved driveway to the northern boundary of the site.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | Medium |
| Date of Survey | 31/03/2020 |

HISTORICAL INFORMATION

The residence is believed to have been built c1919.

| | |
|---|---|
| Historic Theme | Occupations: Domestic activities |
| Associations | - |
| Sources | • Noble, G. 1990. Inner Metropolitan Survey by the National Trust of Australia (WA). A Report on Heritage Places in Victoria Park Vol 2. (Report) |

STATEMENT OF SIGNIFICANCE

38 Geddes Street has cultural heritage significance for the following reasons:

- It is a fine representative example of the Federation Bungalow architectural style and has considerable streetscape value; and
- The house is one of a group of heritage homes in the vicinity which together create a district character which can be attributed to the Victoria Park district.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: 2000 Town of Victoria Park MHI

**Residence**

**Place No.: 054**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 56 Geddes Street | |
| Locality | Victoria Park | |
| Landgate PIN | 154915 | |
| Land Information | Lot 255 | Vol/Folio 4377 |
| | Plan/Diagram | Reserve – |
| GPS | 115.887, -31.975 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 14997 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Residence |
| Current Use | Residence |
| Other Use | - |

Previous Place No.: VP33
**Place No.: 054**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1927 |
| Walls | Face Brick |
| Roof | Terracotta Tile |
| Architectural Style | Inter War Bungalow |

PHYSICAL DESCRIPTION

The residence, located at 56 Geddes Street, is a single storey face brick and terracotta tile hip and gable roof building in the Inter War Bungalow architectural style. The residence is located on a corner lot at the intersection of Geddes Street and Gloucester Street and is bounded by a medium height aluminium fence. There is a gate to the truncated corner of the intersection that leads to the residence's entry via a painted concrete path.

The residence has an asymmetrical form addressing Gloucester Street. There is a verandah to the north west corner with a rendered masonry and turned timber post column. There is a leadlight window with timber frames to the underside of the verandah.

There is a painted concrete driveway to the south west corner of the site.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | High |
| Date of Survey | 31/03/2020 |

HISTORICAL INFORMATION

The residence is believed to have been built c1927.

| | |
|---|---|
| Historic Theme | Occupations: Domestic activities |
| Associations | - |
| Sources | • Noble, G. 1990. Inner Metropolitan Survey by the National Trust of Australia (WA). A Report on Heritage Places in Victoria Park Vol 1–4. (Report) |

STATEMENT OF SIGNIFICANCE

56 Geddes Street has cultural heritage significance for the following reasons:

- It is a fine representative example of the Inter War Bungalow architectural style and has considerable streetscape value; and

- The house is one of a group of heritage homes in the vicinity which together create a district character which can be attributed to the Victoria Park district.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: 2000 Town of Victoria Park MHI

**Residence**

**Place No.: 055**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 55 Gloucester Street | |
| Locality | Victoria Park | |
| Landgate PIN | 12053350 | |
| Land Information | Lot 317 | Vol/Folio 1770/772 |
| | Plan/Diagram 4377 | Reserve – |
| GPS | 115.888, -31.9755 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 15059 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Residence |
| Current Use | Residence |
| Other Use | |

Previous Place No.: VP35
**Place No.: 055**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | - |
| Walls | Weatherboard |
| Roof | Corrugated Steel |
| Architectural Style | Federation Bungalow |

PHYSICAL DESCRIPTION

The residence, located at 55 Gloucester Street, is a single storey weatherboard clad and corrugated steel hip and gable roof building in the Federation Bungalow architectural style. The residence is located on a corner lot at the intersection of Gloucester Street and Cargill Street and is bounded by a medium height timber picket fence painted white.

The residence has an asymmetrical form addressing Gloucester Street with a verandah to the north west corner. The verandah is constructed of turned timber posts and a corrugated steel bullnose roof with decorative moulding and corner brackets. Further north of the verandah is a timber post and corrugated steel carport. There is a gable to the corner of the eastern site with half timbering and stipple render to the gable. The windows and doors of the property appear to be timber framed and are painted white.

There is a lean-to to the rear of the property.

The lot has been sub-divided with a contemporary two storey residence to the northern boundary.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | Medium |
| Date of Survey | 31/03/2020 |

HISTORICAL INFORMATION

No historical information available at this time.

| | |
|---|---|
| Historic Theme | Occupations: Domestic activities |
| Associations | - |
| Sources | • Noble, G. 1990. Inner Metropolitan Survey by the National Trust of Australia (WA). A Report on Heritage Places in Victoria Park Vol 1–4. (Report) |

Previous Place No.: VP35
**Place No.: 055**

STATEMENT OF SIGNIFICANCE

55 Gloucester has cultural heritage significance for the following reasons:

- It is a fine representative example of the Federation Bungalow architectural style and has considerable streetscape value; and
- The house is one of a group of heritage homes in the vicinity which together create a district character which can be attributed to the Victoria Park district.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: 2000 Town of Victoria Park MHI

**Residence**

**Place No.: 056**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 33 Hampton Street | |
| Locality | Victoria Park | |
| Landgate PIN | 155643 | |
| Land Information | Lot 195 | Vol/Folio 830/156 |
| | Plan/Diagram 2908 | Reserve – |
| GPS | 115.899, -31.9673 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 15083 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Residence |
| Current Use | Residence |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | - |
| Walls | Face Brick |
| Roof | Terracotta Tile |
| Architectural Style | Federation Bungalow |

PHYSICAL DESCRIPTION

The residence, located at 33 Hampton Street, is a single storey face brick and terracotta tile hip and gable roof building in the Federation Bungalow architectural style. The residence is located on a sloped corner lot at the intersection of Hampton Street and Howick Street West. Entry to the residence is via brick paved stairs to the asymmetrical Howick Street West elevation. There is also a garage under croft to this elevation.

The residence has a return verandah to Howick Street West, Hampton Street and to a portion of the elevation adjacent to 31 Hampton Street (south). The verandah is constructed of timber posts and decorative moulding.

In August 2020, the property was listed for sale with the rear portion of the lot sub-divided and cleared.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | Medium |
| Date of Survey | 31/03/2020 |

HISTORICAL INFORMATION

No historical information available at this time.

| | |
|---|---|
| Historic Theme | Occupations: Domestic activities |
| Associations | - |
| Sources | • Noble, G. 1990. Inner Metropolitan Survey by the National Trust of Australia (WA). A Report on Heritage Places in Victoria Park Vol 1–4. (Report) |

STATEMENT OF SIGNIFICANCE

33 Hampton Street has cultural heritage significance for the following reasons:

- The place has strong aesthetic value as a fine example of the Federation Bungalow architectural style and contributes to the broader streetscape significance; and

- The place is one of a group of residences in the vicinity which together create a distinct character that can be attributed to the Victoria Park area.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: 2000 Town of Victoria Park MHI

Previous Place No.: VP46

**St Peter's Church** **Place No.: 057**



| | | |
|---|---|---|
| SITE INFORMATION | | |
| Other Names | - | |
| Street Address | 11–15 Leonard Street | |
| Locality | Victoria Park | |
| Landgate PIN | 150924 | |
| Land Information | Lots 632,631 & 9 | Vol/Folio1302/699 |
| | Plan/Diagram P4377 & D9903 | Reserve – |
| GPS | 115.896, -31.9747 | |

| | |
|---|---|
| HERITAGE LISTINGS AND SURVEYS | |
| DPLH inHerit Database | 2225 |
| Previous MHI | 2000 |
| Other Listings | Heritage Agreement (2016)<br>State Register of Heritage Places (1999)<br>Anglican Church Inventory (1996)<br>Art Deco Significant Building Survey<br>Classified by the National Trust (1997) |

| | |
|---|---|
| PLACE TYPE | |
| Original Use | Church |
| Current Use | Church |
| Other Use | - |
| | |
| CONSTRUCTION DETAILS | |
| Construction Date | 1935 |
| Walls | Rendered Masonry |
| Roof | Clay Tile |
| Architectural Style | Inter War Romanesque |

PHYSICAL DESCRIPTION

The Anglican Church is a two storey structure constructed from reinforced concrete (which is painted white), with a clay tile gable roof. Stylistically, the building is best described as Inter-War Romanesque[1] with Spanish Mission influences. The building, which is located on high ground and has commanding views of the surrounding suburb of Victoria Park, is a large structure which dominates the surrounding buildings. The site contains three buildings, the Anglican Church (1935), the Memorial Hall (1953) and the Jubilee Hall (1960).

St Peter's Anglican Church
The strong, structural massing of the Anglican Church is fully expressed in the front elevation which features a gable roofed portico, approached by a small flight of steps. Above the portico opening, is a small arcade of four round arches supported on double columns. The gable parapet above is decorated with machicolation motifs.[2] Enclosed arcades flank the portico and feature triple arched windows with etched glass. Barley sugar columns with vine capitals are used in the central portico arcading and between the arcade windows. The height of the main gable facade is given prominence by the use of piers. A horizontal stringline provides the illusion of a pediment, surmounted by a Celtic cross with a round window below. Machicolation motifs decorate the areas beneath the gable and stringline. Rising above the portico, and below the stringline, is a small arcade between a pair of piers.

The strong vertical massing can also be seen in the side elevations which are divided into six structural bays by piers. The height of the upper storey is emphasised by long, round arched windows, one per bay. Machicolation motifs decorate the area beneath the eaves line. The lower storey projects beyond the line of the upper section and each bay has an arcade with four round headed windows. Barley sugar columns are used on the two outer windows while the two centre windows are separated by a plain pier. Machicolation motifs also decorate the area below the eaves line. The orange roof tiles above this section help break up the white mass of the of the concrete.

The Vestry is located on the southern side of the building and has similar decorative features as that described above, although the windows in this section are square headed. The c1950s extension extends to the western end of the sanctuary and has no embellishments.

The western elevation contains the sanctuary which is slightly lower in height than the nave. The western end of the nave has a central round window and the apex of the sanctuary roof is located just below this feature. The c1950s extension to the sanctuary uses similar materials, with no embellishments and is covered with a skillion roof. The western end of the nave is surmounted by cross.

The interior of the church has painted cement walls, marked out to resemble ashlar masonry and presents as a lofty open space terminated by a wooden truss roof. The metal framed hopper windows are generally glazed with ripple glass. There are some windows which contained etched glass and stained glass. The etched glass panels are located in the vestibules either side of the porch. Those on the northern side were dedicated to the Mother's Union. The stained glass windows, on the north and south sides nearest the altar, originally came from St John's Church, Perth. Stained glass panels located in bay 1 (northern side) are more recent. The timber floor is covered with carpet. Original fixtures includes all joinery, light fittings, pews, lectern and other religious paraphernalia. The altar replaces an earlier one which was destroyed by fire in 1992.

Originally, baptisms were performed in the northern vestibule, however this is now used as a crèche and the original stone baptismal font has been placed outside and is used as a bird bath. Baptisms now take place in the sanctuary end of the church. The liturgical service is now conducted from the area which was once set aside for the choir and the choir stalls have been removed. The floor for the choir and sanctuary is stepped higher than that of the nave. The altar is currently set close to the front of the sanctuary.

A preliminary survey of churches built during the 1930s revealed only 14 that had been constructed using concrete. However, the majority were constructed with concrete blocks, rather than the reinforced concrete which is found at the Anglican Church.

St Peter's Memorial Hall
The Memorial Hall is a double storey brick building with a gable roof covered by clay tiles. The building is simple in design with no distinguishing features except for the eastern elevation which uses a central band of recessed brick panels as a decorative feature. The 1962 extension tends to obscure this feature. The main entrance to the hall is on the northern side of the building and is approached via a small ramp. The entrance lobby features a pair of tuscan columns in front of double timber doors.

The interior has timber panelling to a height of 2.4m with painted masonry above. Steel framed windows run down both sides of the building, above the timber panelling. Other features include: plasterboard ceiling with central ventilation panel, timber floor, a stage at the western end and amenities such as kitchen, toilets and dressing rooms.

A bell is located atop a timber post at the front of St Peter's Anglican Church and Memorial Hall.

Jubilee Hall
The Jubilee Hall is located on the northern side of the Church and abuts the building at the fifth bay where a walkway permits direct access to the church.

1 Apperly, R., Irving, R., Reynolds, P.A. A Pictorial Guide to Identifying Australian Architecture. Styles and Terms from 1788 to the Present. Angus and Robertson, North Ryde, 1989.
2 In Apperly, et al., machic olation is described as 'Originally a projecting parapet on a castle wall or tower having openings in the floor between projecting corbels, through which missiles and liquids could be discharged upon a besieging enemy below.' See p. 280

Previous Place No.: VP46
**Place No.: 057**

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | High |
| Date of Survey | 02/04/2020 |

HISTORICAL INFORMATION

The Anglican Church was constructed in 1935 in the Inter War Romanesque style for the Anglican community of Victoria Park. The Church replaced an earlier building which had been built in Harvey Street in 1895/6. The Memorial Hall was built in 1954 to provide additional accommodation of social activities.

St Peter's Anglican Church

In February 1922, the Parish of Victoria Park purchased 2 and a half blocks along Albany Highway and 6 blocks in Leonard Street for £1,061 (Lots 630 – 632). In the same year, the Church of Transfiguration was relocated to Lot 631 Leonard Street for £300.[3]

It would appear that the Parish purchased the land in Leonard Street with a view to constructing a new church on the most elevated block, as a Building Fund was established soon after the purchase of this land and numerous fund-raising events were held to raise monies for the Fund.[4]

By 1928, plans for a new church were presented to the Diocesan Trustees for approval. Costs were estimated to be £3,000 and had the capacity to seat 300 people. In August 1928, the Diocesan Trustees offered the Parish furniture from St John's Church in Melbourne Street, Perth. The furniture, which consisted of doors, pews, windows, cedar pulpit and lectern, was collected in September of that year.[5] However, plans for the new church lapsed and it was not until 1933 that the Vestry Minutes record that plans were again submitted to the Diocesan Trustees. The plans were drawn up by architects, Mr. George Herbert Parry and Mr. M. Clifton, for a building estimated to cost £4,500. These new plans were refused by the Diocese, due to the Parish's financial position.[6]

In 1934, a 'Special Public Meeting' was held to acquire local financial support. The outcome was favourable with numerous guarantors and, together with a £3,000 loan from the Diocesan office, money was found to complete the new Church.[7] That these funds were secured during the Depression indicates the strong commitment of both the local community and Church of England to spirituality as a time of economic crisis. In 1935, Vestry members approached the Archbishop to gain consent in dedicating the new church 'St. Peter's'.[8]

It is not known why the Parish wished to change the name of the church, however permission was given and on 3 March 1935, the foundation stone was laid on Lot 630.[9] The original plans for the building show a two storey building designed in Inter-War Romanesque style with very thick walls to the nave area and a stud wall at the western end (the sanctuary). Unfortunately, these plans do not indicate construction materials, although the thickness of the nave walls suggests reinforced concrete walls. The stud wall at the western end suggests that extensions were planned to this area at a later date.

The Anglican Church was consecrated by Archbishop Dr Le Fanu, on Sunday 23 June 1935 as recalled in The West Australian on Monday 24 June;

The service commenced with the formation of a procession including representatives of Parish troops of scouts, the choir, the churchwardens (Messers C T Banfield and H A Shaw), the Diocesan Registrar (Mr J O Fisher) and visiting clergy. The Archbishop, in cope and mitre, who had followed the procession to the main doors, was greeted at the entrance.

At the words "Let the consecration proceed", the procession reformed and, singing hymns, made a circuit of the church returning again to the main door. The Archbishop knocked three times and the doors were thrown open to the procession, which entered the building followed by the congregation. Then began the special service of consecration.[10]

When the Anglican Church was completed the exterior concrete was left unpainted. Four panels of stained glass, which came from St John's Church, were incorporated into the new Church.[11]

On the completion of the new Church, the Church of Transfiguration was used as the Parish Hall. As this building was later moved to make way for the Memorial Hall, it seems likely that in 1935 this structure occupied the site currently occupied by the Memorial Hall.

In 1935, the Church of Transfiguration began to use the new Memorial Hall. During the 1950s, Vestry decided to complete the sanctuary's western wall and an appeal was launched to raise the necessary funds. As the work did not greatly enlarge the sanctuary, it is unclear as to why this wall was left unfinished as the savings made would seem to be fairly minimal. The completion does not seem to be linked to liturgical changes as these did not occur until the 1970s.

A fire in 1992 caused structural damage to the Vestry, sections of the storeroom, flower room and smoke damage to the main altar. The estimated cost for repairs was $15,000 and took over six weeks to complete.[12]

Plans for a new parish hall were drawn up by Marshall Clifton and Leach, Architects, in August 1953. The firm of H. Dawkins was commissioned to build the Hall at a cost of £9,237, on the western side of the Anglican Church. Work commenced in December 1953.[13]

The Memorial Hall was dismantled to make way for the new parish hall. The Memorial Hall was relocated behind the Rectory to serve as a Club Room.[14] The Parish continued to expand and a new hall, the Jubilee Hall, was constructed on the eastern side of the Church in November 1960.[15]

In 1962, Marshall Clifton added a new porch to the front of the Memorial Hall. By 1968, the building which had originally been the Church of Transfiguration had become so dilapidated that it was demolished for $160.[16]

3 Notes written by Mr Shaw, January 1946.
4 Callard, Maureen and Murray-Feist, Tony.St Peter's Victoria Park 1935–1995. (n.d ) p. 1.
5 ibid., p. 2.
6 Minutes of Vestry Meeting, 7 February 1933, p. 111.
7 ibid., 8 November 1934, p165.
8 ibid., 2 January 1935, p. 181.
9 Callard and Murray-Feist, .op. cit., p. 4
10 The West Australian, 24 June 1935.
11 Callard and Murray-Feist,. op. cit., p. 13.
12 Minutes of the Vestry, 15 December 1992.
13 ibid., 2 October 1953.
14 Callard and Murray-Feist,. op. cit., p. 10.
15 Minutes of the Vestry, 13 September 1960, p. 54.
16 ibid., 10 December 1968.

Previous Place No.: VP46
**Place No.: 057**

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Religion |
| Associations | • Marshall Clifton (Architect)<br>• George Herbert Parry (Architect)<br>• Mr Thoroughgood (Builder) |
| Sources | • AU. 1995. St Peter's, Victoria Park Commemorative Booklet. (Booklet)<br>• National Trust (WA). 1997. Assessment Documentation. (Report)<br>• Heritage Council of Western Australia. 1999. Assessment Documentation. (Report) |

STATEMENT OF SIGNIFICANCE

St Peter's Anglican Church and Memorial Hall, a two storey Inter-War Romanesque style building (the Anglican Church) and a double storey Post War building (the Memorial Hall), have cultural heritage significance for the following reasons:

The Anglican Church is fine example of the Inter-War Romanesque style. The use of reinforced concrete for building construction was innovative in the 1930's era;

The Anglican Church has landmark qualities due to its prominent location on an elevated site and its imposing size in a domestic setting;

The place has social and religious significance, to both the Anglican community and the wider community of Victoria Park. It has particular significance for the Anglican Indonesian community of the Perth Metropolitan Area for its role in their spiritual, cultural and social life; and

The place has historical significance as represents the continuation of the oldest Anglican Church south of the Swan River; and, the place is representative of churches and chapels built by the Church of England in Perth in the 1930s.

The Jubilee Hall is considered to have low cultural heritage significance is an intrusive element. The western porch of the Memorial Hall is also considered to be of lesser significance.

| | |
|---|---|
| Management Category | 1 |
| Level of Significance | Exceptional |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: 2000 Town of Victoria Park MHI



Source: 2000 Town of Victoria Park MHI

**Victoria Park Senior Citizen's Centre** **Place No.: 058**




| SITE INFORMATION | | |
|---|---|---|
| Other Names | Senior Citizens Welfare Assocation Inc. | |
| Street Address | 5 Mackie Street | |
| Locality | Victoria Park | |
| Landgate PIN | 151079 | |
| Land Information | Lot 21 | Vol/Folio 1431/306 |
| | Plan/Diagram 49990 | Reserve – |
| GPS | 115.894, -31.972 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 15714 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | Individual Building or Group |
|---|---|
| Original Use | Residence |
| Current Use | Healthcare, Residence |
| Other Use | - |

Previous Place No.: VP50
**Place No.: 058**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | 1960 |
| Walls | Painted Rendered Masonry |
| Roof | Corrugated Steel |
| Architectural Style | Late Twentieth Century Perth & Perth Contemporary |

PHYSICAL DESCRIPTION

The Centre, located at 5 Mackie Street, is a single storey community building constructed of rendered masonry wall and corrugated steel roof in the contemporary architectural style. The Centre includes internal spaces suitable for a wide range of community driven services and activities.

| | |
|---|---|
| Condition | Good |
| Integrity | Medium |
| Authenticity | Medium |
| Date of Survey | 31/03/2020 |

HISTORICAL INFORMATION

The Senior Citizens Welfare Association of Victoria Park was founded in 1958 with support from the Perth City Council and Lotteries Commission in response to community pressure. It was the first of its kind in Western Australia (as distinct from Pensioner's Centre) and was used as a model for other communities.

The Victoria Park Senior Citizens Welfare Centre was officially opened by the Lord Mayor of the City of Perth, Mr H Howard, in 1960. The Senior Citizens Association's purpose was to provide benevolent relief to the Senior Citizens of the Community.

The Centre, which became known as 'The Homestead', was a former residence that was renovated to suit its new function. The Centre became the base for the Meals on Wheels programme and an attractive facility for social occasions such as dances, Keep Fit programmes, podiatry services and craft classes.

In 1971, extensions to the Association's facilities were opened to include accommodation units for the elderly. In 1987 and 1990 further development led to a joint programme between the Senior Citizens group and Homeswest. This resulted in the J J Higgins Complex that was named in honour of the former President and Administrator of the Association. Higgins was also awarded Life Membership.

In 1998 the Senior Citizens Welfare Association (Inc) managed a total of 70 housing units all within walking distance of the social centre, 'The Homestead'. Also in 1998, the role of President and Administrator was held by Ron Davies, former Member of Legislative Assembly.

In 2020, Connect Victoria Park, formerly known as the Senior Citizens Welfare Association, is a well-established community organisation that provides opportunities for social connection for older people living in the local area and access to affordable housing. Other services include podiatry, hairdressing, hearing testing and volunteer tax assistance. Activities include carpet bowls, draft, bingo, coach tips, luncheons and musical concerts. Community groups using the facility include Leonard Old Time Dancing, the Country Women's Association, Toastmasters and Victoria Park Community Yoga.

Previous Place No.: VP50
**Place No.: 058**

| | |
|---|---|
| Historic Theme | Social and Civic Activities: Health |
| Associations | • Joe Higgins (President and Administrator of Senior Citizens Centre)<br>• Ron Davies (Centre Administrator, Former MLA for Victoria Park) |
| Sources | • Gallop, G. 1990. Souvenir Programme Opening of Senior Citizens Welfare Centre. (Programme)<br>• AU. 1996. Victoria Park Senior Citizens Welfare Association – Some Historical Notes. (Booklet)<br>• AU. DU. History held at the Victoria Park Senior Citizens Centre Homestead. (Various)<br>• Davies, R. DU. (Oral Information) |

STATEMENT OF SIGNIFICANCE

Victoria Park Senior Citizens Centre has cultural heritage significance for the following reasons:

- The place has social value as a place of continual support and residence for elderly people of the Victoria Park community.

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some/Moderate |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: 2000 Town of Victoria Park MHI



Source: 2000 Town of Victoria Park MHI



Source: 2000 Town of Victoria Park MHI

**Semi Detached House**

**Place No.: 059**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 18/20 Mackie Street | |
| Locality | Victoria Park | |
| Landgate PIN | 151009 | |
| Land Information | Lot 445 | Vol/Folio 1374/193 |
| | Plan/Diagram 4377 | Reserve – |
| GPS | 115.893, -31.9728 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 15400 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Residence |
| Current Use | Residence |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1898 |
| Walls | Face Brick, Rendered Masonry |
| Roof | Corrugated Steel |
| Architectural Style | Federation Bungalow |

PHYSICAL DESCRIPTION

The semi-detached houses, located at 18/20 Mackie Street, are a single storey face brick and corrugated steel hip roof building in the Federation Bungalow architectural style. The houses are bounded by a low height timber picket fence painted white and green to Mackie Street. There are two gates located centrally that lead to each entry.

The residences have a symmetrical form with a return verandah that runs the full length of the front elevation. The verandah is constructed of timber turned posts and a corrugated steel bullnose roof. There are decorative corner brackets to the verandah of 18 Mackie Street. Each house has two face brick chimneys.

The brickwork to the street is tuckpointed with a rendered band from finished floor level to window sill level. The side elevations of both houses are painted brick. There are timber framed casement windows to either side of the centrally located entry doors.

The lot to 18 Mackie Street has been subdivided with a single storey face brick and corrugated steel residence to the rear. This residence (18B) is accessed via a paved driveway to the north boundary.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | High |
| Date of Survey | 31/03/2020 |

HISTORICAL INFORMATION

No historical information available at this time.

| | |
|---|---|
| Historic Theme | Occupations: Domestic activities |
| Associations | - |
| Sources | • Noble, G. 1990. Inner Metropolitan Survey by the National Trust of Australia (WA). A Report on Heritage Places in Victoria Park Vol 2. (Report) |

STATEMENT OF SIGNIFICANCE

The place has cultural heritage significance as a rare example of semi-detached residences of this era in the Victoria Park area.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: 2000 Town of Victoria Park MHI

**Semi Detached House**

**Place No.: 060**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 52/54 Mackie Street | |
| Locality | Victoria Park | |
| Landgate PIN | 150981 | |
| Land Information | Lot 110 | Vol/Folio – |
| | Plan/Diagram 67058 | Reserve – |
| GPS | 115.891, -31.9744 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 15499 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | Individual Building or Group |
|---|---|
| Original Use | Residence |
| Current Use | Residence |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1920s |
| Walls | Face Brick, Rendered Masonry |
| Roof | Corrugated Steel |
| Architectural Style | Federation Bungalow |

PHYSICAL DESCRIPTION

The semi-detached houses, located at 52/54 Mackie Street, are a single storey face brick and corrugated steel hip and gable roof building in the Federation Bungalow architectural style. The houses are bounded by low to medium height timber fences painted white (No. 54) and cream (No. 52) to Mackie Street. There are two gates located at either end of the fences.

The residences have mirrored asymmetrical forms with a central verandah constructed of timber turned posts and a corrugated steel roof. The roof sheeting to the verandah is a cream colour suggesting that it may be different to the main roof. There is a face brick chimney located to the centre of the two residences and chimneys to each gable roof.

There is a gable roof to each residence that face Mackie Street with half timbering and a rendered band at window head level. The face brick to each residence is tuckpointed. There is a timber framed double hung window to the centre of each of the gable walls. The half timbering to each gable differ in detail.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | Medium |
| Date of Survey | 02/04/2020 |

HISTORICAL INFORMATION

The residence is believed to have been built c1920s.

| | |
|---|---|
| Historic Theme | Occupations: Domestic activities |
| Associations | - |
| Sources | • Noble, G. 1990. Inner Metropolitan Survey by the National Trust of Australia (WA). A Report on Heritage Places in Victoria Park Vol 1–4. (Report) |

STATEMENT OF SIGNIFICANCE

The place has cultural heritage significance as a rare example of semi-detached residences of this era in the Victoria Park area.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: 2000 Town of Victoria Park MHI

**Residence**

**Place No.: 061**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 51 Mackie Street | |
| Locality | Victoria Park | |
| Landgate PIN | 151058 | |
| Land Information | Lot 386 | Vol/Folio 1840/749 |
| | Plan/Diagram 4377 | Reserve – |
| GPS | 115.891, -31.9742 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 15092 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Residence |
| Current Use | Residence |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1920 |
| Walls | Face Brick, Rendered Masonry |
| Roof | Corrugated Steel |
| Architectural Style | Federation Bungalow |

PHYSICAL DESCRIPTION

The residence, located at 51 Mackie Street, is a single storey face brick and corrugated steel hip and gable roof building in the Federation Bungalow architectural style. The residence is bounded by a medium height timber picket fence painted white to Mackie Street.

The residence has a symmetrical form with a verandah that runs the full length of the front elevation. The verandah is constructed of timber turned posts and a corrugated steel bullnose roof with decorative mouldings. There are symmetrical gablets located to either side of the building above the verandah with half timbering and simple timber fascia.

There are two timber framed double hung windows to either side of the centrally located entry. The lower sash to each window has decorative moulding. The face brick elevation to Mackie Street has rendered banding to window sill level and to top of door opening level.

There is a simple painted steel lean-to structure to the eastern boundary of the property.

The lot has been sub-divided with a single storey face brick and corrugated steel roof residence and is accessed via a paved driveway along the western boundary.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | Medium |
| Date of Survey | 02/04/2020 |

HISTORICAL INFORMATION

The residence is believed to have been built c1920s.

| | |
|---|---|
| Historic Theme | Occupations: Domestic activities |
| Associations | - |
| Sources | • Noble, G. 1990. Inner Metropolitan Survey by the National Trust of Australia (WA). A Report on Heritage Places in Victoria Park Vol 1–4. (Report) |

Previous Place No.: VP37
**Place No.: 061**

STATEMENT OF SIGNIFICANCE

The residence located at 51 Mackie Street has cultural heritage significance for the following reasons:

- The place is a fine example of the Federation architectural style.

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some/Moderate |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: 2000 Town of Victoria Park MHI

**Devenish House** **Place No.: 062**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | Forrest Farmhouse (fmr) | |
| Street Address | 86 Mackie Street | |
| Locality | Victoria Park | |
| Landgate PIN | 155030 | |
| Land Information | Lot 421 | Vol/Folio 1817/297 |
| | Plan/Diagram P4377 | Reserve – |
| GPS | 115.89, -31.9762 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 3996 |
| Previous MHI | 2000 |
| Other Listings | Register of the National Estate (Nominated) (1982)<br>Classified by the National Trust (1982)<br>Register of the National Estate (Indicative Place) |

Previous Place No.: VP6
**Place No.: 062**

| | |
|---|---|
| PLACE TYPE | |
| Original Use | Residence |
| Current Use | Residence |
| Other Use | - |
| | |
| CONSTRUCTION DETAILS | |
| Construction Date | c1896 |
| Walls | Face Brick and Rendered Masonry |
| Roof | Corrugated Steel |
| Architectural Style | Federation Queen Anne |

PHYSICAL DESCRIPTION

The residence, located at 86 Mackie Street, is a single storey masonry and corrugated steel hip and gable roof building in the Federation Queen Anne architectural style. The residence has an asymmetrical form with face brick tuckpointing to the front elevation facing Mackie Street. The sides of the building are rendered and there appears to be a lean-to weatherboard structure to the rear.

There is a return verandah to the front elevation constructed of timber turned posts and decorative brackets. The gable roof to the western boundary has decorative timber fascias and finial. A bay window below this gable roof has two timber double hung windows with decorative moulded architraves to the exterior.

The property is partially concealed from the street by mature plantings to the front yard.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | High |
| Date of Survey | 02/04/2020 |

HISTORICAL INFORMATION

Alexander Forrest's name appears, along Stephen Henry Park, on the Certificate of Title for the property. The land was purchased in 1891 and the residence was built by Herbert Devenish in c1896. The architect was Robert McMaster, who was related to the Devenish family. Robert McMaster also built a large weatherboard house at 105 Berwick Street (Place No. 038).

Henry Devenish was born in Guildford, Western Australia in 1861 to Amelia and Henry Devenish. He was a businessman, specialising in imported tea from Ceylon (now Sri Lanka) and sold locally under the name 'Uplands Tea'.

A fire destroyed Herbert Devenish's warehouse. As the warehouse was not insured, the Devenish family suffered financially and eventually sold their property on Mackie Street.

Previous home occupants recall the house being lived in by five (5) families during the depression.[1]

1. Jessica Symme (current home owner) 2021.

| | |
|---|---|
| Historic Theme | Occupations: Domestic activities |
| Associations | • Herbert Devenish (Original Owner)<br>• Robert McMaster (Architect) |
| Sources | • AU. 1982. South Perth Times. P.2. (Letters to the Editor)<br>• Devenish, B. 1996. The Life and Times of Henry Trigg, Swan River Pioneer. (Book)<br>• AU. 1979. Homefinder and Property Guide. (Booklet) |

STATEMENT OF SIGNIFICANCE

Devenish House has cultural heritage significance for the following reasons:

- The place is a good example of the Federation Queen Anne architectural style; and
- The place has historical associations with Robert McMaster, a prominent architect of the Victoria Park district who also designed the Broken Hill Hotel.

| | |
|---|---|
| Management Category | 1 |
| Level of Significance | Exceptional |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: 2000 Town of Victoria Park MHI



Source: 2000 Town of Victoria Park MHI



Source: 2000 Town of Victoria Park MHI

**Residence**

**Place No.: 063**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 91 Mackie Street | |
| Locality | Victoria Park | |
| Landgate PIN | 154959 | |
| Land Information | Lot 5 | Vol/Folio 17A/48 |
| | Plan/Diagram 2796 | Reserve – |
| GPS | 115.888, -31.9765 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 15102 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Residence |
| Current Use | Residence |
| Other Use | - |

Previous Place No.: VP38
**Place No.: 063**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | - |
| Walls | Face Brick and Rendered Masonry |
| Roof | Clay Tile |
| Architectural Style | Inter War Bungalow |

PHYSICAL DESCRIPTION

The residence, located at 91 Mackie Street, is a single storey rendered and face brick wall and clay tile hip roof building in the Inter War Bungalow architectural style. The residence is bounded by a medium height painted timber picket fence. A brick paved driveway to the east boundary leads to the residence's entry. The lot has been sub-divided with a single storey face brick and clay tile roof residence to the rear.

The residence has an asymmetrical form to the street with a small verandah constructed of brick piers and tapered post and a clay tile roof. The timber frame windows to the front elevation have painted iron vertical security bars installed to the exterior.

There is a face brick chimney to the centre of the hip roof to the front elevation with stepped detailing to the wall below indicating an internal fireplace.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | Medium |
| Date of Survey | 02/04/2020 |

HISTORICAL INFORMATION

No historical information available at this time.

| | |
|---|---|
| Historic Theme | Occupations: Domestic activities |
| Associations | - |
| Sources | - |

STATEMENT OF SIGNIFICANCE

The residence at 91 Mackie Street has cultural heritage significance for the following reasons:

The place has aesthetic value as a fine example of the Inter War Bungalow architectural style and contribution to the broader streetscape.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: 2000 Town of Victoria Park MHI

**Residence**

**Place No.: 064**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 51 McMaster Street | |
| Locality | Victoria Park | |
| Landgate PIN | 150983 | |
| Land Information | Lot 1 | Vol/Folio 1468/495 |
| | Plan 5140 | Reserve – |
| GPS | 115.892, -31.9753 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 15169 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Residence |
| Current Use | Residence |
| Other Use | - |

Previous Place No.: VP39
**Place No.: 064**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1925 |
| Walls | Face Brick |
| Roof | Corrugated Steel |
| Architectural Style | Federation Bungalow |

PHYSICAL DESCRIPTION

The residence, located at 51 McMaster Street, is a single storey face brick and corrugated steel hip and roof building in the Federation Bungalow architectural style. The residence is located on a corner lot and is bounded by a low face brick fence with a white timber picket gate to McMaster Street and a high brick pier and timber panel fence to Washington Street.

The residence has a symmetrical form with a return verandah that runs the full length of the McMaster Street and Washington Street elevations. The verandah is constructed of simple timber posts and a corrugated steel roof with decorative corner brackets. There is a face brick chimney to the centre of the hip roof.

There is a detached timber clad and corrugated steel hip roof garage to the north east corner of the site which is accessed via a grey concrete driveway along McMaster Street.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | Medium |
| Date of Survey | 02/04/2020 |

HISTORICAL INFORMATION

No historical information available at this time.

| | |
|---|---|
| Historic Theme | Occupations: Domestic activities |
| Associations | - |
| Sources | • Noble, G. 1990. Inner Metropolitan Survey by the National Trust of Australia (WA). A Report on Heritage Places in Victoria Park Vol 2. (Report) |

STATEMENT OF SIGNIFICANCE

The residence located at 51 McMaster Street has cultural heritage significance for the following reasons:

- The place has aesthetic value as an example of a residence in the Federation Bungalow style of architecture and contributes to the broader streetscape.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: 2000 Town of Victoria Park MHI

**St Joachim's Catholic Church** **Place No.: 065**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 122 Shepperton Road | |
| Locality | Victoria Park | |
| Landgate PIN | 155475 | |
| Land Information | Lot 3 | Vol/Folio 1152 |
| | Plan/Diagram D.15835 | Reserve – |
| GPS | 115.898, -31.972 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 24875 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Church |
| Current Use | Church |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | 1956 |
| Walls | Face Brick and Rendered Masonry |
| Roof | Clay Tile |
| Architectural Style | Post War Ecclesiastical |

PHYSICAL DESCRIPTION

St Joachim Catholic Church is located along Shepperton Road and is bounded by St Joachim Hall to the west, Mercy Convent and Ursula Frayne College to the east and a carpark to the north. The place comprises a main church building and tower, linked by a simplified colonnaded loggia. The buildings are constructed of face brick walls and a gable terracotta tile roof with timber battened eaves in Post War Ecclesiastical architectural style.

The church has a traditional rectangular plan with a dominant vertically proportioned window central to the front gable.

The tower is reminiscent of a medieval campanile, again with vertically proportioned openings.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | Medium |
| Date of Survey | 31/03/2020 |

HISTORICAL INFORMATION

St Joachim Catholic Church replaced an 1898 weatherboard church that was demolished in 1962.

The Church was blessed and opened by the Archbishop Prendiville on 18 November 1956. The stained glass window at the front of the Church was installed in 1959. One of the longest serving Parish Priests to St Joachim's parish was Monsignor Lenihan, who served from 1961 until 1979.

There have been a number of upgrades and renovations to the Church over time including neon lights in the Church tower, carpeting and installation of universal access ramps and rails at the Church entrances.

In 1976, an Italian Mass was established that reflects an influx of Italian migrants to the area in the 1950s.

A plaque on the St Joachim Catholic Church reads:

To the Greater honour and glory of God and St Joachim. Patron of the Parish. This edifice was erected in the year 1955AD. Parish Priest Rev. H Kearin, J O'Brien.
Architect: Anthony J O'Hara
Building: Harnett & Horne

Previous Place No.: VP44
**Place No.: 065**

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Religion |
| Associations | • Anthony J O'Hara (Architect)<br>• Harnett & Horne (Builder) |
| Sources | • AU. 1981. Short History of St Joachim's Church Produced for the 25th Anniversary of St Joachim's Church. (Booklet) |

STATEMENT OF SIGNIFICANCE

St Joachim's Catholic Church has cultural heritage significance for the following reasons:

- The place has aesthetic value as a simple design building with modified traditional forms of the Ecclesiastical architectural style;
- The place has historic value for its connection to the original Church building, built in the same precinct in 1898 and later demolished in 1962; and
- The place has social value as an important centre for the local Catholic community for nearly 100 years. The place also forms part of a larger precinct comprising the Church, Hall, Presbytery, School and former Convent, now part of Ursula Frayne College.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: 2000 Town of Victoria Park MHI

**St Joachim's Hall** **Place No.: 066**




| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 120 Shepperton Road | |
| Locality | Victoria Park | |
| Landgate PIN | 155475 | |
| Land Information | Lot 3 | Vol/Folio 1152/358 |
| | Plan/Diagram 15835 | Reserve – |
| GPS | 115.898, -31.972 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 24871 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Church Hall |
| Current Use | Church Hall |
| Other Use | Church |

Previous Place No.: VP45
**Place No.: 066**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | 1920 |
| Walls | Face Brick and Rendered Masonry |
| Roof | Corrugated Steel |
| Architectural Style | Inter-War Stripped Classical |

PHYSICAL DESCRIPTION

St Joachim Hall is located at the intersection of Harper Street and Shepperton Road. The building has a simple rectangular form and is constructed of face brick and rendered walls and a corrugated steel hip and gable roof in the Inter War Inter-War Stripped Classical architectural style.

The building addresses Shepperton Road with a symmetrical façade with a large central masonry gable flanked by full height pilasters. There is a window either side of the gable and a skillion roofed entry vestibule projects from the lower half of the gable. Above the gable is a rendered pediment and semi-circular apex with a cross on the top.

The walls to either side of the building are buttressed with vertically proportioned windows between the buttresses. The original timber windows have been replaced by aluminium. A rendered horizontal band runs around the building at window sill height and the lintels above the windows are likewise rendered.

| | |
|---|---|
| Condition | Fair |
| Integrity | High |
| Authenticity | High |
| Date of Survey | 31/03/2020 |

HISTORICAL INFORMATION

St Joachim's Hall was first built in 1920 for Catholic community meetings such as youth groups. Rev. FR O Hayes was the parish priest when the St Joachim Hall was first opened. The Hall soon operated as a church when the original St Joachim's Church was damaged by weather. The Hall returned to its original function in 1956 when a new Church was built.

Parish activities within the Hall include the St Vincent de Paul Society and the Legion of Mary. The place has also been used by the neighbouring Ursula Frayne College.

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Religion |
| Associations | • Fr P Hayes (Parish Priest) |
| Sources | • AU. 1981. Short History of St Joachim's Church Produced for the 25th Anniversary of St Joachim's Church. (Booklet) |

STATEMENT OF SIGNIFICANCE

St Joachim's Hall has cultural heritage significance for the following reasons:

- Located in a prominent corner location on a major highway (Shepperton Road), the building has considerable streetscape value;
- Built in 1920 as a Church Hall, it was used for a period as the Church before a new Church was built in 1956 replacing an older timber church (built 1898);
- The building has considerable social value as a community facility used by the local Catholic congregation for nearly eighty years; and
- The place has social value as an important centre for the local Catholic community for nearly 100 years. The place also forms part of a larger precinct comprising the Church, Hall, Presbytery, School and former Convent, now part of Ursula Frayne College.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS




Source: 2000 Town of Victoria Park MHI

**McNess Home Group**

**Place No.: 067**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 11–19 Sunbury Road | |
| Locality | Victoria Park | |
| Landgate PIN | 11047866 | |
| Land Information | Lot – | Vol/Folio – |
| | Plan/Diagram – | Reserve – |
| GPS | 115.899, -31.9712 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 3916 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Residence – Group |
| Current Use | Residence – Group |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1920 |
| Walls | Face Brick and Rendered Masonry |
| Roof | Terracotta Tile, Clay Tile, Corrugated Steel |
| Architectural Style | Inter War |

PHYSICAL DESCRIPTION

The McNess Homes Group comprises four single storey detached properties (no. 11, 13, 17 & 19) along the western side of Sunbury Road, constructed in the Inter-War architectural style.

No. 11 is constructed of smooth rendered masonry walls and a 'decramastic' tile roof. There is a rendered masonry and 'decramastic' tile carport located to the south east corner of the site. There is a battleaxe property to the rear of no. 11 that is accessed via a brick paved driveway to the north east corner of the place. No. 13 is constructed of tuckpointed brick walls and a corrugated steel roof with a garage to the north east corner of the building. The property is bounded by a medium height timber picket fence to the street with gates to enable access to a brick paved driveway to the north east boundary corner. The building is accessed via a raised concrete verandah that runs the length of the front elevation. There are decorative timber brackets to the verandah posts.

No. 17 is constructed of facebrick walls and a corrugated steel roof. The front elevation of the building, facing Sunbury Road, is painted a dark grey colour. There is a timber post and corrugated steel roof verandah to the length of the front elevation with a semi enclosed carport to the north east boundary corner.

No. 19 is constructed of facebrick and rendered walls and a corrugated steel roof. A high corrugated compressed fibre cement fence conceals much of the view of the property from the street. There appears to be a timber weatherboard lean-to constructed to the rear of the property.

| | |
|---|---|
| Condition | Good |
| Integrity | Medium |
| Authenticity | Medium |
| Date of Survey | 02/04/2020 |

HISTORICAL INFORMATION

Charles McNess was born in 1853 in Huntingdon, England. McNess came to Western Australia in the 1880s and set up a business as an ironmonger and tinsmith in a building at the corner of Barrack and Hay Streets (where the Royal Arcade and McNess Building now stand).

McNess was a very successful businessman and built up a large fortune which he shared with many charities. His philanthropic career began in 1915 during WWI when he set up a patriotic fund to support hospitals, churches and government bodies in their charity work. It was through this patriotic fund that a housing trust was set up to provide homes for returned servicemen and widows of soldiers killed in the war. Houses such as those built in Sunbury Road are examples of McNess's generosity. McNess went on to be supportive of many charitable causes during the Depression in the 1930s and set up a relief fund for those distressed by unemployment. He was made a Knight Bachelor in 1931 in recognition of his philanthropic services.

Sir Charles McNess died in 1938. The Premier of the day, Mr J C Willcock said of Mcness:

Sir Charles's benefactors were widely known. I believe they amounted to over 150,000. They were certainly widespread throughout the State and covered many worthy causes. He was particularly interested in the housing of the poor. The Housing Trust Act will always remind us of that. The State is indeed poorer as a result of Sir Charles's death. He was associated with the State from its earliest struggling days and proved himself a good citizen in every sense of the word.

| | |
|---|---|
| Historic Theme | Occupations: Domestic activities |
| Associations | • Sir Charles McNess (Philanthropist) |
| Sources | • West Australian Newspaper. 1938. Obituary. (Newspaper Article)<br>• Homewood, AE; Homewood, PA. DU. Correspondence from Owners of 19 Sunbury Road. (Letter)<br>• Homewood, PA. 2000. (Oral Information) |

STATEMENT OF SIGNIFICANCE

The McNess Home Group has cultural heritage significance for the following reasons:

- The place has social value as an example of community charity;
- The place has aesthetic value as it represents an era of a simple building style; and
- The places have historic value as the residences are connected to Sir Charles McNess, an influential community member who provided charitable relief during WWI and the Depression years.

| | |
|---|---|
| Management Category | 4 |
| Level of Significance | Little |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



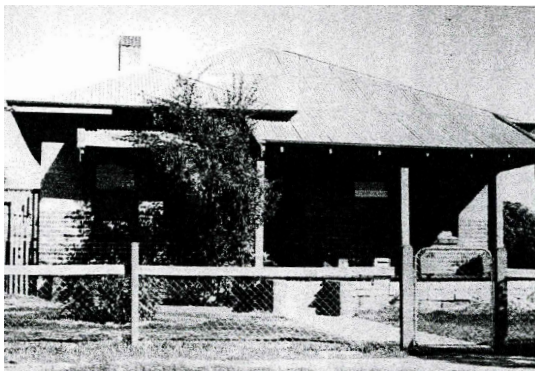
Source: 2000 Town of Victoria Park MHI



Source: 2000 Town of Victoria Park MHI



Source: 2000 Town of Victoria Park MHI



Source: 2000 Town of Victoria Park MHI

**Blind Citizens WA Inc** **Place No.: 068**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | Uniting Care West; Association for the Blind WA; VisAbility; WA Goalball | |
| Street Address | 16–18 Sunbury Road (Corner Kitchener Street) | |
| Locality | Victoria Park | |
| Landgate PIN | 11696777 | |
| Land Information | Lot 17 & 18 | Vol/Folio 803/51 |
| | Plan/Diagram 2916 | Reserve – |
| GPS | 115.9, -31.971 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 3903 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Association for the Blind |
| Current Use | Association for the Blind |
| Other Use | Aged Care Home for the Blind |

Previous Place No.: VP1
**Place No.: 068**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | - |
| Walls | Various |
| Roof | Various |
| Architectural Style | Various |

PHYSICAL DESCRIPTION

The site includes an assortment of buildings of differing architectural styles and construction eras. The place provides care, housing and activity spaces for visually impaired people in the Western Australian community.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | Low |
| Date of Survey | 02/04/2020 |

HISTORICAL INFORMATION

In 1913 the Ladies Braille Society was established to provide transcripts of literary works into Braille. In 1918, with the return of many blind soldiers from war, the Braille Society went through a period of change and became the 'Braille and Advancement Society for the Blind of WA'.

In 1921, the Braille and Advancement Society for the Blind of WA purchased land in Sunbury Road, Victoria Park to establish a rest home for the aged blind. The first buildings were constructed on the site in 1923. The first two wings of the rest home were named McGregor Wing and Seager Wing after two of the original founders of the Braille and Advancement Society. The home opened in 1923 with three residents and two years later resident numbers had increased to 20. By 1929, building additions were required.

There was growing pressure on facilities during the Depression years; however, the Braille and Advancement Society were assisted with funds raised at the Braille Tea Rooms at the Perth Royal Show.

By 1962, the home included 120 beds, with half of those beds allocated for hospital services.

In 1977, the Blind and Advancement Society and the Guide Dogs Association in WA amalgamated and were then known as the Association for the Blind.

In 1972, the Braille and Advancement Society received a grant to subsidise the building of units for aged blind people. Construction of new homes on the site was completed in 1979 with the official opening of the Rehabilitation Unit and Reception/Treatment Unit along Sunbury Road. An ecumenical Chapel was built as part of the works. This building was later renovated in 1990 and became the main Administration Center.

Today [June, 2020] the Association for the Blind are known as the Blind Citizens WA Inc. and still occupy the site. A portion of the site appears to be occupied by Kites, a network of disability and childhood development specialists and therapists and Uniting Care West, a national organisation who provide community services and support to the disadvantaged and vulnerable.

| | |
|---|---|
| Historic Theme | - |
| Associations | • Dr Arnold Cook (Prominent Contribution to Management of Association) |
| Sources | • AU. DU. The Park Post Vol 14, No 8. (Newspaper Article)<br>• AU. DU. Obituary of Dr Arnold Cook. (Newspaper Article)<br>• AU. DU. An Anonymous History of the Association for Blind.<br>• Sibson, G. 1997. (Letter)<br>• Association for the Blind. 1998. Historical Notes. (Report) |

STATEMENT OF SIGNIFICANCE

Blind Citizens WA Inc has cultural heritage significance for the following reasons:

- Blind Citizens WA Inc has historic and social value for its connection with the Victoria Park community and the valuable service it provides to blind people.

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020




Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: 2000 Town of Victoria Park MHI



Source: 2000 Town of Victoria Park MHI




Source: 2000 Town of Victoria Park MHI

**Corner Shop** **Place No.: 069**




| SITE INFORMATION | | |
|---|---|---|
| Other Names | Residence & Deli; Duncan Street Store | |
| Street Address | 41 Sunbury Road (Corner Duncan Street) | |
| Locality | Victoria Park | |
| Landgate PIN | 155537 | |
| Land Information | Lot 8 | Vol/Folio 253A/12 |
| | Plan/Diagram 2793 | Reserve – |
| GPS | 115.901, -31.9723 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 3905 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Residence & Corner Store |
| Current Use | Residence & Cafe |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | |
| Walls | Rendered Masonry |
| Roof | Corrugated Steel |
| Architectural Style | Inter War |

PHYSICAL DESCRIPTION

The place, located at 41 Sunbury Road, is a single storey painted brick and corrugated steel hip roof building in the Inter War architectural style. There is a residence located on the corner lot at the intersection of Sunbury Road and Duncan Street with a corner shop to the south east corner (Duncan Street). The place is bounded by a medium height limestone and iron fence.

The corner shop has a zero setback from the street and is currently [2020] occupied by a café with a take away coffee window. The corner shop has painted brick parapet walls and an awning facing Duncan Street.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | Medium |
| Date of Survey | 02/04/2020 |

HISTORICAL INFORMATION

No historical information available at this time.

| | |
|---|---|
| Historic Theme | Occupations: Commerce |
| Associations | - |
| Sources | - |

STATEMENT OF SIGNIFICANCE

The Corner Shop at 41 Sunbury Road has cultural heritage significance for the following reasons:

The place has aesthetic value as it is representative of a corner shop and residence constructed in the Inter War architectural style; and

The place has historic value as it represents the use of small local shops prior to the construction and dominance of supermarkets.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: 2000 Town of Victoria Park MHI




| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 45, 49 & 51 Sunbury Road | |
| Locality | Victoria Park | |
| Landgate PIN | 11834270 | |
| Land Information | Lot Pt Y228–229 | Vol/Folio 865/27;28;29 |
| | Plan/Diagram 2916 | Reserve – |
| GPS | 115.902, -31.9739 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 15579 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Residence – Group |
| Current Use | Residence – Group |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1920s |
| Walls | Face Brick and Rendered Masonry, Weatherboard |
| Roof | Corrugated Steel |
| Architectural Style | Federation Bungalow |

PHYSICAL DESCRIPTION

The Sunbury Road Precinct comprises three residential properties (no. 45, 49 & 51) along the southern side of Sunbury Road, toward the intersection of Sunbury Road and Axon Avenue. The three properties are constructed in the Federation Bungalow architectural style.

No. 45 is an asymmetrical single storey dwelling constructed of face brick walls and a corrugated steel hip and gable roof. There is a rendered masonry banding to the front elevation and rendered sills to the painted timber frame casement windows. A verandah extends the length of the front elevation and is supported by painted turned timber posts with decorative brackets. The gable to the east of the property has textured render.

No. 49 is an asymmetrical two storey dwelling constructed of face brick walls and a corrugated steel roof with a carport to the east corner of the building. Similar rendered banding to no. 45 is visible to the street elevation. The property is bounded by a medium height limestone and timber picket fence to the street. The second storey appears to be a later addition and is constructed of weatherboard clad walls and a corrugated steel hip and gable roof. There is another property to the rear of no. 49 which is accessed via a paved driveway to the east boundary.

No. 51 is a symmetrical single storey dwelling constructed of facebrick walls and a corrugated steel hip roof. There is a central gable to the front verandah constructed of simple painted timber posts and corrugated steel. Similar rendered banding to no. 45 and no. 49 is visible to the street elevation. The place is located on a corner lot and addresses Sunbury Road. There is a low facebrick fence to the north and east boundaries.

| | |
|---|---|
| Condition | Fair |
| Integrity | High |
| Authenticity | Medium |
| Date of Survey | 02/04/2020 |

HISTORICAL INFORMATION

No historical information available at this time.

| | |
|---|---|
| Historic Theme | Occupations: Domestic activities |
| Associations | - |
| Sources | • Noble, G. 1990. Inner Metropolitan Survey by the National Trust of Australia (WA). A Report on Heritage Places in Victoria Park Vol 1–4. (Report) |

STATEMENT OF SIGNIFICANCE

The Sunbury Road Precinct has cultural heritage significance for the following reasons:

- This group of houses have aesthetic value as they represent examples of the Federation architectural style and contribute to the broader streetscape.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020




Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: 2000 Town of Victoria Park MHI



Source: 2000 Town of Victoria Park MHI



Source: 2000 Town of Victoria Park MHI

**Residence**

**Place No.: 071**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 59 Sunbury Road | |
| Locality | Victoria Park | |
| Landgate PIN | 11242307 | |
| Land Information | Lot 233 | Vol/Folio 1659/803 |
| | Plan/Diagram 2916 | Reserve – |
| GPS | 115.903, -31.9746 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 15189 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Residence |
| Current Use | Residence |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | - |
| Walls | Weatherboard |
| Roof | Corrugated Steel |
| Architectural Style | Federation Bungalow |

PHYSICAL DESCRIPTION

The residence, located at 59 Sunbury Road, is a single storey weatherboard clad and corrugated steel hip and gable roof building in the Federation Bungalow architectural style. There are mature eucalypts and a brick paved driveway to the front yard with no boundary fence.

The residence has an asymmetrical form with a verandah to the entry constructed of timber turned posts and a corrugated steel bullnose roof with timber frieze and fretworked brackets. The gable facing Sunbury Road has a painted timber finial.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | Medium |
| Date of Survey | 02/04/2020 |

HISTORICAL INFORMATION

It is understood that the place was constructed by its first owner, Margaret Pyke, in the early 20th Century. There are later additions to the rear of the property. There was originally a laneway to the rear of the lot but this was amalgamated into the property.

| | |
|---|---|
| Historic Theme | Occupations: Domestic activities |
| Associations | - |
| Sources | • Noble, G. 1990. Inner Metropolitan Survey by the National Trust of Australia (WA). A Report on Heritage Places in Victoria Park Vol 1–4. (Report) |

STATEMENT OF SIGNIFICANCE

The residence at 59 Sunbury Road has cultural heritage significance for the following reasons:

- The house has aesthetic value as a fine representative example of the Federation Bungalow architectural style and contributes to the broader streetscape.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: 2000 Town of Victoria Park MHI

**Richmond Fellowship Community Home** **Place No.: 072**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 13 Teague Street | |
| Locality | Victoria Park | |
| Landgate PIN | 155523 | |
| Land Information | Lot 170 | Vol/Folio 1273 |
| | Plan/Diagram P2908 | Reserve – |
| GPS | 115.898, -31.9713 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 15358 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Residence |
| Current Use | Residence |
| Other Use | Richmond Fellowship Home |

Previous Place No.: VP42a
**Place No.: 072**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1900 |
| Walls | Painted Brick |
| Roof | Corrugated Steel |
| Architectural Style | Federation Queen Anne |

PHYSICAL DESCRIPTION

The residence, located at 13 Teague Street, is a single storey painted brick and corrugated steel hip roof building in the Federation Queen Anne architectural style. The residence is bounded by a high limestone and powdercoat steel fence. There is a central pedestrian gate and a larger double gate and bitumen driveway for car access. There are designated car spaces beyond the driveway within the property.

The residence has an asymmetrical form with a return verandah constructed of timber turned posts and a corrugated steel roof with decorative corner brackets.

The brickwork to the street is tuckpointed and there are two bay windows to the front elevation facing Teague Street. There are decorative vents to the top of the bay window walls, above the verandah roof.

| | |
|---|---|
| Condition | Good |
| Integrity | Medium |
| Authenticity | Medium |
| Date of Survey | 02/04/2020 |

HISTORICAL INFORMATION

Between 1978 and 2003 the place at 13 Teague Street was occupied as transitional group housing and owned by a not for profit organisation called Richmond Wellbeing. Richmond Wellbeing (previously known as the Richmond Fellowship of Western Australia) was founded by Elly Jansen to provide half way housing to vulnerable and mentally ill members of the West Australian community.

Richmond Wellbeing also owned properties at 9 Teague Street (1976–1998) and 2 Teague Street (1991). Richmond Wellbeing sold their last Victoria Park property in 2006.

| | |
|---|---|
| Historic Theme | Occupations: Domestic activities |
| Associations | • Ruth Downer (Philanthropist)<br>• Elly Jansen (Founder) |
| Sources | • Noble, G. 1990. Inner Metropolitan Survey by the National Trust of Australia (WA). A Report on Heritage Places in Victoria Park Vol 2. (Report)<br>• West Australian Newspaper. 1975, 1977. (Newspaper Articles) |

Previous Place No.: VP42a
**Place No.: 072**

STATEMENT OF SIGNIFICANCE

The residence located at 13 Teague Street has cultural heritage significance for the following reasons:

- The place has aesthetic value as an example of a residence built in the Federation Queen Anne style of architecture; and
- The place has social value as serving as housing for vulnerable community citizens.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020


Source: SCA 2020


Source: SCA 2020


Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: 2000 Town of Victoria Park MHI

**Richmond Fellowship Community Home** **Place No.: 073**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 9 Teague Street | |
| Locality | Victoria Park | |
| Landgate PIN | 155519 | |
| Land Information | Lot 172 | Vol/Folio 1273/310 |
| | Plan/Diagram P2908 | Reserve – |
| GPS | 115.897, -31.971 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 15358 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Residence |
| Current Use | Residence |
| Other Use | Richmond Fellowship Home |

Previous Place No.: VP42b
**Place No.: 073**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1920s |
| Walls | Face Brick, Textured Rendered Masonry |
| Roof | Terracotta Tile |
| Architectural Style | Federation Bungalow |

PHYSICAL DESCRIPTION

The residence, located at 9 Teague Street, is a two storey rendered masonry (roughcast) and terracotta tile hip and gable roof building in the Federation Bungalow architectural style. The residence is bounded by a low height face brick wall to Teague Street entry is via brick paved driveways to either side of this wall. There is a large mature fig tree to the northern corner of the site.

The residence has a symmetrical form with lean-to garage to the north. There is face brick to parts of the ground floor and window sills. The roof has timber battened eaves and there are timber framed and terracotta tile awnings above the windows and porch to Teague Street.

| | |
|---|---|
| Condition | Good |
| Integrity | Medium |
| Authenticity | Medium |
| Date of Survey | 02/04/2020 |

HISTORICAL INFORMATION

Between March 1976 and 1998 the place, alternatively known as Ruth Downer House, was occupied as group housing and owned by a not for profit organisation called Richmond Wellbeing. Richmond Wellbeing (previously known as the Richmond Fellowship of Western Australia) was founded by Elly Jansen to provide half way housing to vulnerable and mentally ill members of the West Australian community.

Richmond Wellbeing also owned properties at 13 Teague Street (1978–2003) and 2 Teague Street (1991). Richmond Wellbeing sold their last Victoria Park property in 2006.

| | |
|---|---|
| Historic Theme | Occupations: Domestic activities |
| Associations | • Ruth Downer (Philanthropist)<br>• Elly Jansen (Founder) |
| Sources | • Noble, G. 1990. Inner Metropolitan Survey by the National Trust of Australia (WA). A Report on Heritage Places in Victoria Park Vol 2. (Report)<br>• West Australian Newspaper. 1975, 1977. (Newspaper Articles) |

Previous Place No.: VP42b
**Place No.: 073**

STATEMENT OF SIGNIFICANCE

The residence located at 9 Teague Street has cultural heritage significance for the following reasons:

- The place has aesthetic value as an example of a residence built in the Federation Bungalow style of architecture; and
- The place has social value as serving as housing for vulnerable community citizens.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: 2000 Town of Victoria Park MHI



Source: 2000 Town of Victoria Park MHI

**Isaia House**

**Place No.: 074**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 18 Harper Street (Corner Teague Street) | |
| Locality | Victoria Park | |
| Landgate PIN | 155534 | |
| Land Information | Lot 27 | Vol/Folio – |
| | Plan/Diagram 2793 | Reserve – |
| GPS | 115.899, -31.9713 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 3913 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Residence |
| Current Use | Residence |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | - |
| Walls | Rendered Masonry |
| Roof | Corrugated Steel |
| Architectural Style | Late Twentieth-Century Immigrants' Nostalgic |

PHYSICAL DESCRIPTION

The residence, located at 18 Teague Street, is a two storey rendered masonry and corrugated steel roof building in the Late Twentieth-Century Immigrants' Nostalgic architectural style. The roof is concealed by parapet walls to all four sides with a decorative frieze. The residence is located on a corner lot at the intersection of Teague Street and Harper Street and is bounded by a medium height rendered masonry an iron infill fence.

The residence has a symmetrical form addressing Teague Street. There is religious iconography to the centre of the front parapet, a verandah with steel columns and a balcony above to this elevation. There is also a flat roof above the balcony with a decorative frieze that matches the parapet walls above.

A garage is located to the Harper Street elevation and is accessed via a brick paved driveway.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | High |
| Date of Survey | 02/04/2020 |

HISTORICAL INFORMATION

The Isaia family established a liqueur business along Albany Highway and later became nationally renowned for their products.

The residence is believed to have been constructed in the c1970s.

| | |
|---|---|
| Historic Theme | Occupations: Domestic activities |
| Associations | • Isaia Family (Owners/Prominent Community and Business People) |
| Sources | - |

STATEMENT OF SIGNIFICANCE

Isaia House has cultural heritage significance for the following reasons:

- The place has aesthetic value as a rare example of Late Twentieth-Century Immigrants' Nostalgic architectural style.

Previous Place No.: VP14
**Place No.: 074**

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: 2000 Town of Victoria Park MHI

**Residence**

**Place No.: 075**



| | | |
|---|---|---|
| SITE INFORMATION | | |
| Other Names | - | |
| Street Address | 48 Teague Street | |
| Locality | Victoria Park | |
| Landgate PIN | 11042639 | |
| Land Information | Lot 254 | Vol/Folio 1983/733 |
| | Plan 2916 | |
| GPS | 115.901, -31.9737 | |

| | |
|---|---|
| HERITAGE LISTINGS AND SURVEYS | |
| DPLH inHerit Database | 15326 |
| Previous MHI | 2000 |
| Other Listings | - |

| | |
|---|---|
| PLACE TYPE | Individual Building or Group |
| Original Use | Residential – Single-storey Residence |
| Current Use | Residential – Single-storey Residence |
| Other Use | - |

Previous Place No.: VP41
**Place No.: 075**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1930s |
| Walls | Face Brick and Rendered Masonry |
| Roof | Clay Tile |
| Architectural Style | Inter War Bungalow |

PHYSICAL DESCRIPTION

The residence, located at 48 Teague Street, is a single storey rendered and brick and clay tile hip and gable roof building in the Inter War architectural style. The residence is bounded by a medium – high face brick and timber picket infill fence. There is a paved driveway to the south west corner of the site and a pedestrian gate.

The residence has an asymmetrical form with two prominent Dutch gables facing Teague Street. There is painted half timbering to these gables and a rendered chimney to the verandah. The sides of the dwelling are face brick.

The brickwork to the street is tuckpointed and there are two bay windows to the front elevation facing Teague Street. There are decorative vents to the top of the bay window walls, above the verandah roof. The lot has been sub-divided with two contemporary residences to the rear (48b & 48c). These residences are accessed via a paved driveway to the south east corner of the site.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | Medium |
| Date of Survey | 02/04/2020 |

HISTORICAL INFORMATION

No historical information available at this time.

| | |
|---|---|
| Historic Theme | Occupations: Domestic activities |
| Associations | - |
| Sources | - |

STATEMENT OF SIGNIFICANCE

The residence at 48 Teague Street has cultural heritage significance for the following reasons:

The place has aesthetic value as a residence built in the Inter War Bungalow architectural style of architecture.

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some |

ADDITIONAL PHOTOGRAPHS




Source: SCA 2020



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: 2000 Town of Victoria Park MHI

Previous Place No.: VP52

**Victoria Park Croquet Club** **Place No.: 076**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 31 Rushton Street | |
| Locality | Victoria Park | |
| Landgate PIN | 151222 | |
| Land Information | Lot 62–65 & 90 | Vol/Folio 1065/22 |
| | Plan/Diagram 11107 | Reserve – |
| GPS | 115.895, -31.9697 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 15723 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Croquet Clubhouse |
| Current Use | Croquet Clubhouse |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1920 |
| Walls | Timber Frame & Compressed Fibre Cement Sheeting |
| Roof | Corrugated Steel |
| Architectural Style | Inter War |

PHYSICAL DESCRIPTION

The Victoria Park Croquet Club is located along Rushton Street and is bounded by residences to the north, Burswood Car and Ute Rental and Labels on Loan Dress Store to the west, Shepperton Road to the south and Rushton Street to the east. The place is bounded by high fencing to all four sides.

The croquet clubhouse is located to the centre of the lot, with two full manicured croquet courts to the north and south. There is a small cottage structure further north of the main building constructed of weatherboard cladding and corrugated steel roof. The buildings are linked via a lower flat roof structure.

The larger building is a rectangular weatherboard and compressed fibre cement structure with a corrugated steel gable roof. A gable projects out on the northern end, with a skillion verandah running along the western face of the building and returning across the southern end. This end has been enclosed.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | High |
| Date of Survey | 24/08/2020 |

HISTORICAL INFORMATION

The Victoria Park Croquet Club was established along Shepperton Road in the 1920s and in 2020 is still an active club with two full courts and one small court.

Club Archives indicate that a number of prominent businessman of the district were connected to the club, including Mr Hood from Hoods Hardware and A G Thorogood.

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Sport, recreation & entertainment |
| Associations | • Hood (Member of Croquet Club)<br>• A G Thorogood |
| Sources | • AU. DU. Letter from Croquet Club Files (Letters)<br>• Croquetwest. DU. Croquetwest Victoria Park. http://www.croquetwest.org.au/?page_id=644 (accessed 25/08/2020) (Website) |

STATEMENT OF SIGNIFICANCE

The Victoria Park Croquet Club has cultural heritage significance for the following reasons:

The place has historic and social value as a long serving community club in the Victoria Park area; and

The place is associated with a number of prominent citizens who made contributions toward the foundation and operations of the Club.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: 2000 Town of Victoria Park MHI



Source: 2000 Town of Victoria Park MHI



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 28, 30, 32, 34, 36, 38 Washington Street | |
| Locality | Victoria Park | |
| Landgate PIN | 156622 | |
| Land Information | Lot 1–6 | Vol/Folio – |
| | Plan/Diagram 7130 | Reserve – |
| GPS | 115.889, -31.9727 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 15728 |
| Previous MHI | 2000 |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Residence – Group |
| Current Use | Residence – Group |
| Other Use | - |

Previous Place No.: VP55
**Place No.: 077**

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1925 |
| Walls | Face Brick and Rendered Masonry |
| Roof | Corrugated Steel, Clay Tile, Terracotta Tile |
| Architectural Style | Federation Bungalow |

PHYSICAL DESCRIPTION

The Washington Street Precinct comprises six single storey detached properties along the northern side of Washington Street, constructed in the Federation Bungalow architectural style. The Precinct is bounded by Columbo Street to the west and 35 Geddes Street to the east.

The residences are constructed of face brick walls and corrugated steel and clay tiled hip roofs. Numbers 32 and 34 have been sub-divided and there are two storey contemporary residences constructed to their rear boundaries.

All six properties have a verdandah facing Washington Street constructed of timber posts with decorative corner brackets. Number 28 is located on a corner lot and has a return verdandah addressing both Washington Street and Columbo Street.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | High |
| Date of Survey | 16/06/2020 |

HISTORICAL INFORMATION

The group of houses (28, 30, 32, 34, 34 & 38 Washington Street) were constructed by Curtis and Wainwright in the 1920s. Number 28 was built for Mr. Wainwright and his family.

In 1990, Mr. Wainwright's daughter, Kelly, still lived at the residence.

| | |
|---|---|
| Historic Theme | Occupations: Domestic activities |
| Associations | • Curtis and Wainwright (Builder)<br>• Wainwright Family (Long Term Owners of No. 28) |
| Sources | • Noble, G. 1990. Inner Metropolitan Survey by the National Trust of Australia (WA). A Report on Heritage Places in Victoria Park Vol 1–4. (Report) |

STATEMENT OF SIGNIFICANCE

The collection of residences that form the Washington Street Precinct have cultural heritage significance for the following reasons:

The places have aesthetic value as an intact group of residences built in the Federation Bungalow style of architecture. Such a grouping of residences in rare in the Victoria Park area.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: 2000 Town of Victoria Park MHI



Source: 2000 Town of Victoria Park MHI



Source: 2000 Town of Victoria Park MHI



Source: 2000 Town of Victoria Park MHI

**Wishing Well and Windmill**





| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | Between Shepperton Road and Albany Highway, near Causeway | |
| Locality | Victoria Park | |
| Landgate PIN | 11621806 | |
| Land Information | Pt Lot 1 | Vol/Folio – |
| | Plan/Diagram – | Reserve – |
| GPS | 115.891, -31.9694 | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | 03898 |
| Previous MHI | 2000 |
| Other Listings | State Register (2000) |

| PLACE TYPE | |
|---|---|
| Original Use | Display (Brisbane & Wunderlich) |
| Current Use | Ornament |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1938 |
| Walls | Painted Timber, Face Brick, Weatherboard |
| Roof | Clay Tiles |
| Architectural Style | - |

PHYSICAL DESCRIPTION

Windmill and Wishing Well comprises a model windmill and wishing well in a park land setting, designed by Architect Marshall Clifton as a display for H. L. Brisbane & Wunderlich Ltd.

Windmill and Wishing Well is located on a roughly triangular shaped piece of land on the south eastern approach to the Causeway in Victoria Park. The busy Shepperton Road runs along its northern side, the closed off section of the Albany Highway to the south, and Asquith Street along its eastern side.

The edges of the park have concrete barrier kerbs, and there is a bitumen path along the southern side and a concrete path along the eastern side, together with a small section of concrete path on the northern side. None of these treatments are part of the original concept. The eastern edge has a line of four Peppermint or Lace trees (Agonis flexuosa) and a further row of the same species set on an angle to the present kerb line is a reminder of the time when the road alignments were slightly different to those of today. The southern boundary has a pair of Queensland Box trees (Lophostorum conferta). The major part of the park setting around the Windmill and Wishing Well is grassed with couch grass.

Windmill and Wishing Well are set towards the south-east corner of the site, with the windmill at the western end of this arrangement and the model wishing well at the eastern end. The two built elements are almost surrounded by dense mixed planting. Once visible from all sides, the planting has matured and all but obscured the wishing well from view. The planting around the model windmill is lower and this low planting combined with the raised platform on which the windmill stands allows the windmill to retain its landmark quality.

Windmill
The model windmill is set on a raised area, which is retained by coffee rock pitching, and the immediate ground around the building is planted out with plumbago (Plumbago carpensis). Planting hangs over the shallow pitch brick steps that lead up to the windmill's door. The windmill itself is a stylised model of the type found in Suffolk and Norfolk. It has a face brick base on an octagonal plan and stud framed upper walls, which have a bell house shape at the timber and brickwork junction. The sides are clad with rusticated weatherboards. The eaves corbel out from the walls and then the roof takes a mansard form in two section of about 78 and 30 degrees respectively. The roof is covered with plain natural terracotta clay tiles, laid on timber battens.

The windmill sail, a replacement for the original, is a four part element made up of timber sections and the sail is set into the roofed section. The roof and sail are fixed so that neither rotates. There are four pane fixed windows, though the window at the lower level has been broken and the opening boarded up. The front door is ledged and boarded with decorative wrought hinges.

The cavity brick plinth does not use squint bricks, so that the junction of the octagonal planes of brickwork are crude straight joints, which is somewhat ironic for a company who specialised in making bricks, leaving the joints to be of such a primitive finish.

Maintenance on the exterior fabric has not been systematic and elements such as the weatherboards, windows, plain tiles and door are in urgent need of attention.

The interior of the windmill simply reveals the framing to the structure. It comprises timber studs, cross bracing, wire ties, the back faces of weatherboards, and tile battens. Though the floor structure is in place and appears to be quite sound, the floorboards are missing and have been replaced with weldmesh as a temporary repair strategy.

There is no obvious physical evidence of change, other than deterioration and repair work. The condition of the exterior is fair to poor and the interior is in fair condition.

Wishing Well
The wishing well is set on the edge of the grassed area and is surrounded on thee sides by a garden bed. The planting encroaches on the wishing well and a Wisteria (Wisteria spp.) has been trained up over it. There is evidence to suggest that the wisteria is causing damage to the plain tile roof and the timber work, in addition to the fact that the creeper is visually overwhelming the structure.

The wishing well comprises a brick paved floor, the wishing well and a timber framed steeply pitched roof shelter.

Stretcher bond brick paving with header course edges make up the finishes of the low plinth on which the wishing well is centred. The well itself comprises a low brick circular plinth with arched decorative wrought iron work over the mock well shaft. The well wall uses standard brick in combination with tapestry textured bricks and panels of other Wunderlich products as decorative elements. Pieces of tile and over-burnt bricks or clinkers are used in abstract patterns on four sides of the well. The interior of the well is rendered out. The wrought iron work over the well is simply treated with decorative elements applied to the main structural elements. A bucket hook is located at the junction of the supporting members. Some of the decorative elements have been broken off and are missing.

The shelter structure comprises a timber frame and plain tile roof. Column members are 8" (200mm) square with a 6" (150mm) x 3" (75mm) perimeter roof beam, 4" (100mm) x 2" (50mm) shaped rafters and tile batters and a covering of natural terracotta plain tiles. The ends of the rafters are decoratively carved and the deep barge board is treated with the same decorative treatment. A decorative knee brace connects each column to the edge beam at the gable ends. Further, the gables are braced with a timber cross brace and the top of the gable decoratively treated with vertical timbering.

The roof form is a striking feature with the steeply pitched gable form belling out at the eaves and the sculpted rafter ends providing visual support to the roof. The plain tiles are well suited to the scale of the building and demonstrate their flexibility in sculpting roofscapes.

Maintenance on the fabric has not been systematic and elements such as plain tiles and timber components are in urgent need of attention. Consideration should be given to removing or controlling the wisteria, which obscures the building and is the source of some of the building defects.

There is no obvious physical evidence of change, other than deterioration and repair work. The condition of the exterior is fair to poor and the interior is in fair condition.

| | |
|---|---|
| Condition | Good |
| Integrity | Medium |
| Authenticity | High |
| Date of Survey | 24/08/2020 |

HISTORICAL INFORMATION

Windmill and Wishing Well comprises a wishing well and model windmill (1939–40). They were designed by Architect Marshall Clifton, as a display for Brisbane & Wunderlich Ltd.[1] Windmill and Wishing Well were constructed of brick and timber for the company in 1939–40, by Ernie Banks.[2]

The Western Australian Gold Boom of the 1890s, led to the suburbanization of Perth in the last decade of the late nineteenth century and the first decade of the twentieth century, including the area known as Victoria Park. The Municipality of Victoria Park was gazetted in 1897.[3] In the first decade of the twentieth century, Victoria Park grew rapidly as a suburb of Perth, from a population of 546, and 335 houses in 1901, to a population of 2,267, and 546 houses in 1911.[4] The majority of the population was working class from New South Wales and Victoria.[5]

In 1917, under the City of Perth Act of 1914 amended, Victoria Park joined the Perth City Council.[6] By 1920, the Albany Road, the future Albany Highway, was a major road to the Causeway and thence to the city, with much of the development in Victoria Park centred on the road.[7] The Council considered the possibility of purchasing the triangular block of land at Victoria Park bounded by Albany Highway, Ascot Road (later Great Eastern Highway), and Asquith Street, which was a portion of Lot 1x of Swan Location 36.[8] In November 1920, the Mayor reported:

This block is just across the Causeway and faces the visitor as he enters the suburb of Victoria Park. This is low lying land, and it was considered that it would be well to acquire it for the City, and lay it out for recreation purposes. The land was eventually submitted to auction, and fetched a higher figure than was anticipated by the Council, consequently the purchase on behalf of the City was allowed to lapse.[9]

In 1929, Piercy and Pitman sold their company, Westralian Potteries, founded in 1905, to H. L. Brisbane and Company Ltd., who subsequently began to expand the facilities with the construction of new kilns at the works in Grandstand Road, Belmont.[10]

There was fierce competition in Western Australia between H. L. Brisbane and Company Ltd. and Wunderlich Ltd, and in the period following the Great Depression, as the building industry revived, there was a price war on tiles.[11] Wunderlich Ltd. had been formed in 1908, with the amalgamation of W. H. Rocke & Co. and Wunderlich Patent Ceiling & Roofing Co. Ltd.[12] From 1910, the company produced terracotta products at their own works at Brunswick, Melbourne, and also continued to import Marseilles tiles.[13] The company expanded and opened branches in all the Australian States and New Zealand.[14]

In the early 1930s, on a residential lot leased for the purpose in Stirling Highway, Claremont, not far from Lance Brisbane's family residence, H. L. Brisbane and Company Ltd. built the first landscaped outdoor display area in Perth, to exhibit the company's products.[15] It featured a large waterwheel.[16] Over the next twenty years, numerous display parks were developed in the Perth metropolitan area. They were generally on small plots of land which were too small for other purposes, leased from a local authority and maintained at the company's expense, located alongside major traffic arteries, and near to developing residential areas.[17]

In February 1936, H. L. Brisbane and Company Ltd. proposed to the Belmont Park Roads Board that some land in the district 'be put aside for ornamental and display purposes, as had been undertaken by various companies in the Victoria Park locality.'[18] The Roads Board agreed to lease the company an area of land at Reserve 20562 Swan Location 3275, along Ascot Road (now Great Eastern Highway), where the company built a small display house featuring the company's products in 1937.[19]

On 8 January 1936, the City of Perth became the sole proprietor of a portion of Lot 1x of Swan Location 36, three roods and 38 and three tenths perches in area (4,002 square metres), bounded by the Perth-Albany Road and Asquith Road.[20] On 10 July 1936, the Government Gazette advised the land was compulsorily acquired from John Park Armour, and 'set apart for the purpose of the following public work namely: Road Widening – Albany road and Asquith street, Victoria Park.'[21]

On 5 July 1937, Perth City Council passed a motion that, subject to the approval of the Finance Committee, the City Engineer should be authorised 'to proceed with the construction of the roadway along the new frontage of the owner's remaining land, at an estimated cost of £350, in accordance with the terms of the settlement of the claim for compensation' of the triangular piece of land resumed at the corner of Asquith Street and Albany Road.[22]

In 1937, the Tile Producers' Association was formed to stabilise tile prices.[23]

In November 1937, the Daily News reported that Victoria Park was 'steadily growing', and that 'Notable for its steady expansion and progressiveness, Victoria Park is one of the most popular suburbs of the City of Perth.'[24] The newspaper reported that provision had been made for 'the connection of Albany-road with Shepperton-road.'[25]

By late 1937, H. L. Brisbane and Company Ltd. 'had the Western Australian market sewn up for clay -products industry.'[26] In May 1938, a plan showing the Causeway with recent reclamation along of the Swan River, shows the future site of Windmill and Wishing Well as a triangular piece of land bounded by Ascot Road, Albany Road, and Asquith Street, with the electric tram way routed across the Causeway and along Albany Road.[27]

On 3 June 1938, part of the land reserved at Lot 1x portion of Swan Location 36 was declared a public highway:

All that portion of Lot 1X of Swan Location 36 bounded by lines commencing on its south-eastern boundary 3 chains 56.7 links from its south corner and extending south-westward 2 chains 10.9 links along part of the north-western side of Asquith street; thence by a circular convex arc 94.7 links long; thence 272 deg. 22 min. 1 chain 65 links; thence by a circular convex arc 1 chain 30.8 links to the north-eastern side of Albany road; thence north-westward 5 chains 76.1 links along the north-eastern side of Albany road; thence 118 deg. 43 min. 93.1 links, 111 deg. 11 min. 93.2 links, 103 deg. 39 min. 93.2 links, 96 deg. 8 min. 93.1 links, 92 deg. 22 min. 3 chains 99.5 links and a circular convex arc having a length of 62.3 links to the starting point.[28]

In July 1938, Alfred Wunderlich approached Lance Brisbane with the suggestion that H. L. Brisbane and Company Ltd. amalgamate with Wunderlich's operations in Western Australia.[29] On 12 September 1938, the agreement to amalgamate was adopted formally by the Board of Directors of H. L. Brisbane and Company Ltd.[30] On 29 September, a special general meeting of shareholders approved the change in name to H. L. Brisbane & Wunderlich Ltd.[31]

In April 1939, H. L. Brisbane & Wunderlich Ltd. applied to the Perth City Council for a lease of the triangular strip of land fronting Albany Road, Asquith Street and Shepperton Road, Victoria Park, in order that same may be laid out as a public garden and used as an advertisement for their tile products.[32]

The Council passed a motion that, subject to the approval of the Governor, a ten year lease be granted 'on the lines suggested in the correspondence', without rental. 'The ground to be laid out and maintained by and at the expense of the Company to the satisfaction of the City Gardener.'[33] Further, 'No building, hoarding or advertising device' was to be erected or maintained on the ground without the approval of the Council.[34]

Circa 1939, H. L. Brisbane & Wunderlich Ltd. commissioned Architect Marshall Clifton to design a display centre for the site at Lot 1x, portion of Swan Location 36.[35] The site's prominent location bounded by the Perth Albany Road, Shepperton Road and Asquith Street, ensured many people would see the display. The commission was in keeping with the established practices of both Wunderlich Ltd., which had strongly promoted their company during the company's expansion in the 1920s, with catalogues and brochures designed by artists and designers, including William Dobell, and H. L. Brisbane & Wunderlich Ltd., which had been building landscaped outdoor display parks in Perth from the early 1930s.[36]

Marshall Clifton (1903–75) completed his Articles of Cadetship with the P.W.D. in Western Australia in October 1926.[37] Elected an Associate of the Royal Institute of Architects of Western Australia, he received the Institute's bronze medal for 1925–26.[38] Appointed Assistant Architect, he worked for the P.W.D. to October 1929, followed by a period working with Architect George Herbert Parry, prior to going to England to widen his knowledge and experience in mid 1930.[39] Clifton obtained a position with E. Vincent Harris, one of London's leading architects, and studied at the School of Architecture at the Royal Academy.[40] After travelling in Europe in 1932, he returned to Western Australia, where he joined George Herbert Parry in partnership to 1937.[41] Well-known buildings from this partnership include the Captain Stirling Hotel (1935), the Inglewood Hotel (1935), and the Big Bell Hotel (1936).[42]

Windmill and Wishing Well was designed in the early years of Marshall Clifton's practice, in which many of his independent commissions were for houses, for which he gained a reputation as 'a competent and empathetic designer."[43] In the period 1937- 1942, Clifton established his architectural reputation in Western Australia, in particular as the architect of a number of projects designed in "the Spanish style".[44] Key works constructed in the period include his own home (1937) at 70 Johnston Street, Mosman Park, the Day house (1939) at 166 Victoria Avenue, Claremont, and the Burnell house (1940) at 52 Alexander Road, Dalkeith.[45]

In 1939–40, Windmill and Wishing Well was built by Ernie Banks, an Englishman, who had worked in Canada, U. S. A., Mexico and Argentina, prior to coming to Australia.[46] Banks had been contracted originally to build kilns for H. L. Brisbane & Co.; however, he remained to become a permanent employee, and built each of the special display centres for the company.[47] Windmill and Wishing Well comprised an ornamental windmill constructed of timber weatherboards, on a red brick base, with timber sails, and a tile roof, with red brick steps leading to the door of the windmill; and a wishing well constructed of brick and tiles, on a brick base, with an ornamental wrought iron frame, and covered by a timber structure with an open gable tiled roof. The bricks and tiles utilised in the display were from the current range of products manufactured by H. L. Brisbane & Wunderlich Ltd. Windmill and Wishing Well became a well recognised landmark at the exit from the Causeway and at the entry to Victoria Park.

On 4 October 1940, the Government Gazette announced that the Albany main road 'from the eastern end of the Causeway at Perth to its junction with York street (sic) at Albany' was named 'Albany highway' (sic) from 2 October.[48]

In December 1940, Perth City Council adopted the Estimates for expenditure in 1941, including the sum of £149 for path and improvements for the land at the corner of Asquith Street and Albany Highway, less £30 paid by H. L. Brisbane & Wunderlich Ltd.[49]

In 1941, Shepperton Road was extended northwards towards the Causeway, and Windmill and Wishing Well was henceforth bounded also by Shepperton Road.[50]

On 29 September 1941, a meeting of Perth City Council considered a letter from H. L. Brisbane & Wunderlich Ltd., and the report by the City Engineer, which recommended that, subject to reference to the Finance Committee a concrete slab path be constructed around their display park bounded by Albany Road, Shepperton Road, and Asquith Street, at an estimated cost of £110, on the basis of the company contributing £30 towards the cost.[51]

A motion to that effect was duly carried.[52]

On 31 October 1941, in the City Gardener's Report, H. N. Braithwaite reported regarding the display park at 'the corner of Albany Highway and Shepperton Road':

Last year this land was leased to Messrs. H. L. Brisbane & Wunderlich Ltd., and it has been converted at their own cost into an attractive display park. A concrete slab path has now been laid on all frontages, and trees planted, the Company paying portion of the cost.[53]

In 1945, the Perth City Council resumed portion of Lot 1x Swan Location 36, bounded by Albany Highway, Great Eastern Highway (formerly Ascot Road) and Asquith Street for recreation ground and road purposes from F. J. Deacon at a cost of £3,600.[54]

On 23 May 1975, the Government Gazette gave notice of the intention to resume portion of Lot 1x of Swan Location 36, the site of Windmill and Wishing Well, for widening of Albany Highway.[55]

Circa 1989, the blades of the windmill of Windmill and Wishing Well had to be replaced.[56] Replica blades were made, and the work implemented under the direction of the City of Perth, as Victoria Park was part of the City at that date.[57]

In 1993, the Towns of Victoria Park, Vincent, and Cambridge were separated from the City of Perth, to become separate municipalities. The Town of Victoria Park has had responsibility for the place since the separation.

In 1997, Windmill and Wishing Well was reported to be 'in the process of being upgraded by Midland Brick in conjunction with the Council.'[58] No details of the proposed work and whether it was implemented have been located. There appears to have been no work implemented and it would have been somewhat inconsistent for Midland Brick to carry out work on a rival company's original promotional display.

In May 1998, Windmill and Wishing Well was listed in the Draft Municipal Heritage Inventory for the Town of Victoria Park, with the Category B.[59] Category B recommends a high level of protection, the encouragement of conservation and the preparation of a more detailed assessment. The historical information recorded the date of construction as 'around 1938', and the stated that the park in which the place stands 'was commonly known as Asquith Park'; however, this name does not appear on plans of the locality.[60] Further, that a sculpture of a lion had been on display at the site until damaged by vandals, 'who frequently placed a bottle of beer between its paws'; and that consequently the sculpture had been removed.[61] The Draft Municipal Heritage Inventory Statement of Significance stated that the place 'has aesthetic and historic significance', it was in good condition, and its integrity was good.[62] It was noted that Windmill and Wishing Well was one of the few H. L. Brisbane & Wunderlich Ltd. displays extant in the Perth metropolitan area, and was representative of 'a particular era of commercial advertising.'[63]

On 23 June 1998, the Council of the Town of Victoria Park considered correspondence from the Heritage Council of Western Australia regarding the referral of Windmill and Wishing Well under Section 9 of the Heritage Act of Western Australia, and a memorandum from the Acting Manager Environmental Health and Building Services, Ron Hurdle, regarding the condition of the place, following inspection of the place by Council's Land and Building Officer, R. Grickage, with a subcontractor, B. Clynk.[64] The place was 'currently in a state of disrepair.'[65] It was estimated that a professional assessment of the costs to make the windmill structurally sound would cost $5,000, and the estimated cost of remedial works to the windmill to make it structurally sound either in its present location or to reconstruct it in an alternative location would be $20,000.[66] The Council resolved to support the listing of the place on the State Register of Heritage Places, and to 'allocate $5,000 in the Draft Budget for 1998/99 for investigations by a structural engineer into the options of restoration or relocation of the windmill to a more visually prominent position'.[67]

On 25 June 1998, John Bonker was directed to make the windmill safe and to do some cosmetic repairs to the place.[68] In 1998–99, steel bracing was inserted inside the windmill as a temporary measure to ensure the safety of the place.[69]

In early 2000, Windmill and Wishing Wellremains in its location at the corner of Albany Highway, Shepperton Road, and Asquith Street, Victoria Park. The place is less visible than in its earlier years as it is somewhat obscured by the growth of the tree plantings in the surrounding park. Nonetheless, it remains a significant landmark in Albany Highway, at the northern gate way to the Town of Victoria Park, and is highly valued by the community for its aesthetic characteristics.[70]

1 Richards, Duncan and Chapman, Barbara Marshall Clifton Architect & Artist (Fremantle Arts Centre Press, Fremantle, 1989) p.137.
2 Ibid; and briefing notes prepared by Leonie Stella, HCWA PD File 8068, 16 August 1990.
3 Stannage, C. T. The People of Perth: A Social History of Western Australia's Capital City (Perth City Council, Perth, 1979) p. 241
4 Ibid; and Seddon, George, and Ravine, David A City and Its Setting: Images of Perth, Western Australia (Fremantle Arts Centre Press, 1986) p. 265.
5 Ibid, p. 257 and p. 266, respectively.
6 Stannage, C. T. ibid, p. 296.
7 See ibid, p. 257, for photographs of the Albany Road through Victoria Park, 1900s and 1920s.
8 Mayor's Report, City of Perth, p. 20, 12 November 1920.
9 Ibid. See Plan showing Causeway, Victoria Park, with recent reclamation, PROWA An 20/5 Acc. 3054 Item 118, 17 May 1938.
10 Briefing notes prepared by Leonie Stella, 16 August 1990, HCWA PD File 8068.
11 Moore, Bryce From the Ground Up: Bristile, Whittakers and Metro Brick in Western Australian History (University of Western Australia Press, Nedlands, 1987) p.116
12 Ritchie, John (General Ed.) Australian Dictionary of Biography Vol. 12 (Melbourne University Press, Melbourne, 1990) p. 588.
13 Ibid.
14 Ibid.
15 Moore, Bryce op. cit., p. 185. Note: John Fitzhardinge, Architect, recollects that the precursor to the display was a 'Doll's house' miniature cottage built for the children in the grounds of the family home, at the corner of Bay View Terrace and Johnston Street, Peppermint Grove.
16 Ibid
17 Ibid.
18 Minutes Belmont Park Roads Board, 17 February 1936, in City of Belmont Municipal Heritage Inventory (1995), p. 88.
19 City of Belmont Municipal Heritage Inventory (1995) pp. 84–88. Note: The MI does not include details of the designer of the place. It is not known whether this display was one of those designed for the company by Architect Marshall Clifton. This display is extant in March 2000, albeit in poor repair and awaiting re-location. Site visit, Robin Chinnery and Philip Griffiths, 17 February 2000.
20 Certificate of Title portion of Swan Location 36 on Diagram 10/63, Vol. 1051 Fol. 496, 8 January 1936.
21 Government Gazette 10 July 1936, p. 1042.
22 Minutes City of Perth, 1 April 1936 to 11 October 1937, PROWA AN 20/1 Acc. 2826 Item 28, 5 July 1937.
23 Moore, Bryce op. cit., p. 116.
24 Cutting from Daily News Perth City Council Victoria Park Ward (1952) PROWA AN 20/5 Acc. 3054 Item 1301, 19 November 1937.
25 Ibid.
26 Moore, Bryce op. cit
27 Plan showing recent reclamation, Perth City Council Parks and Reserves – Victoria Park foreshore (1952) PROWA AN 20/5 Acc. 3054 Item 118, 17 May 1938.
28 Government Gazette 3 June 1938, p. 846; and Certificate of Title portion of Swan Location 36, op. cit., 3 June 1938.
29 Moore, Bryce op. cit
30 Ibid, p. 118.
31 Ibid.
32 Minutes City of Perth 31 January 1939–2 April 1940, PROWA AN 20/1 Acc. 2826 Item 30, p. 81,
24 April 1939.
33 Ibid.
34 Ibid. Note: Research of the Minutes, Mayor's Reports, and archival searches at the City of Perth have not uncovered any building applications, plans, or other details of the construction of the place.
35 Richards, Duncan and Chapman, Barbara op. cit. Note: Richards, p. 137, states 'Clifton designed several product displays for Brisbane & Wunderlich Ltd. some of which featured miniature cottages'; however, there are no details given.
36 Ritchie, John (General Ed.) op. cit.
37 Richards, Duncan and Chapman, Barbara op. cit., p. 21.
38 Ibid.
39 Ibid, p. 22 and p. 43.
40 Ibid.
41 Ibid, pp. 22–23.
42 Ibid, p. 51.
43 Ibid, p. 51.
44 Ibid, pp. 54–55.
45 Ibid, p. 135.
46 City Gardener's Report, Lord Mayor's Report 1940–41, 31 October 1941, p. 66; and briefing notes prepared by Leonie Stella, 16 August 1990, HCWA PD File 8068.
47 Ibid
48 Government Gazette 4 October 1940, p. 1770.
49 Estimates for 1941, Minutes City of Perth op. cit., p. 210, 16 December 1940.
50 Minutes City of Perth 1940–41, PROWA AN 20/1 Acc. 2826 Item 31, 29 September 1941.
51 Ibid.
52 Ibid.
53 City Gardener's Report, Lord Mayor's Report 1940–41, 31 October 1941, p. 66.
54 Acting Town Clerk to City Treasurer, Perth City Council, Resumption of Land on Albany Road, Asquith Street and Great Eastern Highway, PROWA AN 20/5 Acc. 3054 Item 835 (1952), 6 September 1945.
55 Government Gazette 23 May 1975, p. 1411.
56 Brian Callander, Town of Victoria Park, conversation with Robin Chinnery, 19 February 1999
57 Ibid.
58 Place no. VP 57, Draft Municipal Heritage Inventory Town of Victoria Park (1998).
59 Ibid.
60 Ibid, p. 2; and Planning Department Town of Victoria Park, telephone conversation with Robin Chinnery, 3 March 2000.
61 Ibid. Note: No details have been located relating to the origins of the sculpture, its location, or its removal. The source reference for information about the sculpture is not given in the MI.
62 Ibid.
63 Ibid.
64 Town of Victoria Park Ordinary Council Meeting – Minutes, 23 June 1998, p. 54; and Memorandum from Acting Manager Environmental Health and Building Services Executive to
Executive Manager Planning and Development Services, Town if Victoria Park, 8 June 1998.
65 Ibid, p. 55. See attachments for full details of condition of windmill at June 1998

66 Ibid; and Memorandum from Acting Manager Environmental Health and Building Services Executive op. cit.
67 Ibid. Note: the assessment has not been implemented.
68 Memorandum L. Eaton to John Bonker and C. E.O., cc. to Rod Grickage, Brian Callander and Ron Hurdle re Windmill, Town of Victoria Park, 25 June 1998.
69 Rod Grickage, conversation with Robin Chinnery, site visit, Robin Chinnery and Philip Griffiths, 17 February 2000.
70 Draft Municipal Heritage Inventory Town of Victoria Park op. cit.; and referral to HCWA by Alice Steedman, 7 January 1998

| | |
|---|---|
| Historic Theme | Occupations: Manufacturing & processing |
| Associations | • Marshall Clifton (Architect) |
| Sources | • AU. DU. A Short Index of Buildings and Projects By Marshall Clifton. (Appendix)<br>• Crann, D. DU. (Oral Information)<br>• Heritage Council of Western Australia. 2000. (Assessment Documentation) |

STATEMENT OF SIGNIFICANCE

Windmill and Wishing Well, a model windmill and wishing well in a parkland setting has cultural heritage significance for the following reasons:

The place has a picturesque landmark quality at the corner of Albany Highway, Shepperton Road, and Asquith Street, at the entry to the Town of Victoria Park, and the Causeway, a principal entry to the City of Perth;

The place is significant in the diversity of cultural features of the State, as one of the very few surviving and most complete outdoor product display centres built by H. L. Brisbane and Wunderlich Ltd.;

The place is a fine example of an ornamental windmill and wishing well, in a park setting, which draw on traditional design motifs, giving rise to intrinsic picturesque qualities;

The place is valued by the community of the Town of Victoria Park, and the wider community of Western Australia, for aesthetic reasons and its landmark qualities, which contribute to the community's sense of place; and,

The place demonstrates the creative and design skill of prominent architect Marshall Clifton, who designed the product display for H. L. Brisbane & Wunderlich Ltd.

The present landscaping immediately surrounding the two built elements partly obscures the original intention and has low significance.

| | |
|---|---|
| Management Category | 1 |
| Level of Significance | Exceptional |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



Source: 2000 Town of Victoria Park MHI



Source: 2000 Town of Victoria Park MHI

# APPENDIX 1

Appendix 1 includes nominated places that are recommended for inclusion in the 2021 LHS.

| | Location | Recommended Category |
|---|---|---|
| 1. | 7 Lake View St, East Vic Park | 2 |
| 2. | 974 Albany Hwy, East Vic Park | 3 |
| 3. | 9 Gallipoli St, Lathlain | 2 |
| 4. | 213-215 Albany Hwy, Victoria Park | 2 |
| 5. | 237-239 Albany Hwy, Victoria Park | 2 |
| 6. | 241-243 Albany Hwy, Victoria Park | 2 |
| 7. | 35 Oswald Street, Victoria Park | 2 |

Previous Place No.: New Nom

**7 Lake View Street** **Place No.: –**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 7 Lake View Street | |
| Locality | East Victoria Park | |
| Landgate PIN | - | |
| Land Information | Lot – | Vol/Folio – |
| | Plan/Diagram – | Reserve – |
| GPS | - | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | - |
| Previous MHI | - |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Residence |
| Current Use | Residence |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1927 |
| Walls | Weatherboard |
| Roof | Corrugated Steel |
| Architectural Style | Inter-war Bungalow |

PHYSICAL DESCRIPTION

The dwelling, located at 7 Lake View Street, is a single storey weatherboard clad and corrugated steel hip and gable roof building in the Inter-war Bungalow architectural style. There are similarities between 7, 9 and 13 Lake View Street.

The dwelling is sited on a narrow lot and facing Kate Street Reserve opposite. The place has a painted timber picket fence. The dwelling has a face brick chimney and a verandah with timber posts and decorative timber brackets. There are timber frame casement windows to either side of the central entry. The entry door has a sidelight and highlight windows.

There is a cottage garden to the front yard.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | Medium |
| Date of Survey | 24/08/2020 |

HISTORICAL INFORMATION

A c.1908 real estate flier shows the area around Kate Street Reserve as already subdivided and sold. However, as it is promoting land only two blocks away, it is likely not that long ago that the Lake View Street blocks had been released.[1]

A building permit was granted in April 1927 for two four-room timber homes in Lake View Street, Victoria Park. The builder was E. Parker and the residences were valued at £500 each.[2] It is possible this relates to 9 and 11 Lake View Street. Later plans show them to have identical footprints to each other, but slightly different to the other three of similar age and style in the row along Lake View Street.

1 Peet & Co, Bickford Park, Municipality of Victoria Park (flier with map), c.1908, SLWA 57/8/13 and 33/16/95 (online) https://purl.slwa.wa.gov.au/slwa_b4211531_1

2 West Australian, 16 April 1927, p.6, https://trove.nla.gov.au/newspaper/article/32024607

Post office directories suggest numbers 7, 9, 11, 13 and 15 Lake Street were constructed around 1928. None are listed in 1927; 7, 9 and 11 are listed in 1928 along with an un-numbered 'new house' that is either 13 or 15; all five residences are occupied in the 1929 directory.[3] The first occupant at 7 Lake Street is listed as John B Hoskens, but he stayed only one year.[4]

In August 1928, 7 Lake View Street was advertised for sale as a 'Improved J.W.B. House, 4 rooms, all conveniences, handy tram, £27 deposit'.[5] The residence next door, 9 Lake Street, came on the market in November 1928.[6] 11 Lake Street was already occupied by April 1928.[7] In July 1928, 13 Lake View Street was advertised for lease as a 'comfortable home' to 'suit working man or business girl'.[8]

A four-room cottage on Lake View Street was advertised for lease in October 1929 for 23 shillings a week[9], but a year later Lake Street cottages were offered for 17/6, showing the impact of the Depression on rents.[10]

It has been suggested that 7 to 15 Lake View Street may have been constructed by the State Saw Mills, who operated a processing plant nearby, to provide workers' housing.[11] In 1930, residents of Lake View Street joined the majority of local residents to petition for licensed premises be erected to serve the growing suburb of East Victoria Park. Occupations listed on the petition for residents of Lake View Street were: painter, bricklayer, farmer, labourer (x2), salesman, cabinet maker, belt maker, machinist, timber worker and clerk, as well as several women listed as 'married woman' or 'home duties'.[12] It is possible the occupations recorded between 7 and 15 Lake View Street (salesman, cabinet maker, machinist, timber worker) indicate residents working at the State Saw Mills, but this cannot be proven. In 1935, the occupant at 7 Lake View Street was an unemployed motor mechanic.[13] In 1938, a resident of the house advertised her services as a cleaner.[14] No evidence has been located to date to show that State Saw Mills owned, constructed or occupied the residences on Lake View Street.

Post office directories suggest 7 to 15 Lake Street were rental properties through the 1930s. Henry McCoy is listed at 7 Lake Street from 1930 to 1934, followed by W Robinson from 1935 to 1938. Joseph Nicholls had moved in by 1939, staying two years. From 1941, Mrs I Oldham is listed as resident through the 1940s, until post office directories cease in 1949.[15] Isabella (Belle) Oldham of Victoria Park died in 1946, aged 71. She was married to John Oldham, who died in 1953, aged 78.[16] The Oldhams probably owned as well as occupied the house.

---

3 Wise & Co, Wise's Western Australia Post Office Directory, Perth WA, 1925–1930

4 Wise & Co, Wise's Western Australia Post Office Directory, Perth WA, 1927–1930

5 West Australian, 15 August 1928, p.9, https://trove.nla.gov.au/newspaper/article/32215852

6 West Australian, 26 November 1928, p.9, https://trove.nla.gov.au/newspaper/article/32240380

7 West Australian, 19 April 1928, p.1, https://trove.nla.gov.au/newspaper/article/32105407

8 West Australian, 21 July 1928, p.26, https://trove.nla.gov.au/newspaper/article/32127353/2770498

9 West Australian, 16 October 1929, p.11, https://trove.nla.gov.au/newspaper/article/32322583

10 West Australian, 13 December 1930, p.19, https://trove.nla.gov.au/newspaper/article/33018475/2874376

11 Place nomination to LHS, 2020

12 Mirror, 15 February 1930, p.6 https://trove.nla.gov.au/newspaper/article/76044270 & p.7, https://trove.nla.gov.au/newspaper/article/76044269; 26 April 1930, p.7, https://trove.nla.gov.au/newspaper/article/76041447

13 West Australian, 8 November 1935, p.32, https://trove.nla.gov.au/newspaper/article/32908871

14 *West Australian,* 23 August 1938, p.20, https://trove.nla.gov.au/newspaper/article/42107793

15 Wise & Co, Wise's Western Australia Post Office Directory, Perth WA, 1930–1949

16 Metropolitan Cemeteries Board (online database), name search 'Oldham', https://www2.mcb.wa.gov.au/NameSearch/results.php

John and Isabella had six children, including a daughter Vera who married Fred Gates. Vera and Fred appear to have lived at 7 Lake View Street in the 1950s along with at least two of their four sons.[17] In 1952, their son Desmond, who had served in World War Two, was only 21 when he died.[18] John Oldham Snr continued to live at 7 Lake Street with his daughter until his death in 1953.[19]

7 Lakes View Street is shown on a 1935 sewerage plan as a timber cottage with front verandah across its full width. It is the only house on Lake View Street with a garage, sited at an angle for access from the rear lane. An outhouse is located at the rear property boundary, for easy access by the night soil cart, and there is a shade house within the back yard. Neighbouring residences at 9, 11, 13 and 15 Lake View Street appear very similar to 7 Lake View Street, although 9 and 11 have a different back verandah/ porch.[20]

7 Lake View Street appears on aerial photographs from 1953 onwards largely unchanged, until a large rear extension was added in the latter 1990s, along with a new garage accessing the rear lane. 11 Lake View Street was replaced with a new residence in the early 1990s. The other four houses in the original run of five 1928 timber cottages remain in 2021.[21]

17 West Australian, 29 July 1946, p.1, https://trove.nla.gov.au/newspaper/article/46160669; 30 July 1946 p.1, https://trove.nla.gov.au/newspaper/article/46160883 & 30 September 1950, p.33, https://trove.nla.gov.au/newspaper/article/47889570

18 West Australian, 11 August 1952, p.20, https://trove.nla.gov.au/newspaper/article/49046180; Metropolitan Cemeteries Board (online database), name search 'D Gates', https://www2.mcb.wa.gov.au/NameSearch/results.php

19 West Australian, 21 August 1953, p.24, https://trove.nla.gov.au/newspaper/article/49228027

20 Metropolitan Water Supply Sewerage and Drainage Department, Sewerage plan, 1935, accessed via SROWA RetroMaps, https://mapping.sro.wa.gov.au/#/map

21 Aerial photographs, 1953–2020, Landgate Mapviewer, https://map-viewer-plus.app.landgate.wa.gov.au/index.html

| | |
|---|---|
| Historic Theme | Occupations: Domestic activities |
| Associations | - |
| Sources | M & R Tingey (current property owners) |

STATEMENT OF SIGNIFICANCE

7 Lake View Street, has cultural heritage significance for the following reasons:

- The place has aesthetic value as a good representative example of a single storey weatherboard cottage design in the Inter-war Bungalow architectural style.

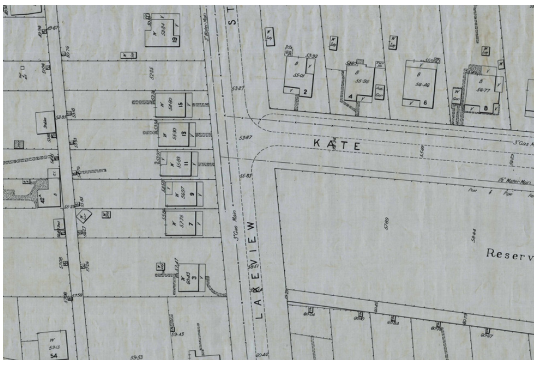
| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2020

HISTORICAL PHOTOGRAPHS




1935 map of Lake view Street showing 7, 9,11,13,15 Lake view Street with similar plan footprints and site setbacks.

**9 Gallipoli Street** **Place No.: –**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 9 Gallipoli Street | |
| Locality | Lathlain | |
| Landgate PIN | - | |
| Land Information | Lot – | Vol/Folio – |
| | Plan/Diagram – | Reserve – |
| GPS | - | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | - |
| Previous MHI | - |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Residence |
| Current Use | Residence |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1918 |
| Walls | Face Brick |
| Roof | Corrugated Steel |
| Architectural Style | Federation Bungalow |

PHYSICAL DESCRIPTION

9 Gallipoli Street, Lathlain is a single storey, tuckpointed face brick building with a corrugated steel hip roof. The symmetrical facade features a separate bullnose verandah with turned timber posts, timber valance and decorative brackets. There is a small central gable and gablets to the roof.

The residence has timber windows and rendered sills and the front door with sidelights and highlights. A brick chimney is located to the south side of the building. A lean to roof to the south incorporates a carport.

The front garden is bounded by an open steel fence with perimeter planting.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | High |
| Date of Survey | 01/12/2020 |

HISTORICAL INFORMATION

Gallipoli Street was originally called Oxford Street. It was changed at the end of World War One, along with many Victoria Park Streets, to reflect patriotic sentiment.[1]

A resident is first listed at 9 Gallipoli Street in the 1918 Post Office Directory. Albert E Lawrence is noted as occupying the place, which was presumably constructed in the preceding year. There are only two residences listed between Saleham Street and the railway at this time. The other, at the corner with Saleham Street, had already been occupied for several years by Albert Shadgett.[2]

A 1920 real estate flier advertised 'Victoria Park Station Estate', being the land between Gallipoli and Goddard Streets, from the railway to Burswood Road (now Orrong Road). The plan illustrating the flier shows numerous existing houses, especially along the west side of Gallipoli Street, outside the new subdivision. A residence is shown at 9 Gallipoli Street.[3]

1 Thompson, Beyond Matta Gerup, 2012, p.68; Wise & Co, Wise's Western Australia Post Office Directory, Perth WA, 1918, p.270 & 1919, p.266

2 Wise & Co, Wise's Western Australia Post Office Directory, Perth WA, 1915–1925

3 Peet & Co, Victoria Park Station Estate (flier with map), 1920, SLWA 33/14/50 & 33/16/83 (online), https://purl.slwa.wa.gov.au/slwa_b4743710_2

Lawrence and Shadgett continued to live at 9 and 13 Gallipoli Street respectively until at least 1949. Until 1935, they occupied the only residences on the west side of the street between Saleham Street and the railway. In the 1940s, more houses were built in their block.[4]

Albert Edward Lawrence of Victoria Park died in 1943, aged 67 years. In 1958, another Albert Edward Lawrence, also of Victoria Park, died aged 57 years. It is likely the latter was the son of the former, and possibly both lived at 9 Gallipoli Street, resulting in the post office directory listing not changing when the older Albert E Lawrence died.[5] Neither are listed as born in Western Australia, suggesting the Lawrence family moved to the State some time in the early twentieth century.[6]

A 1965 sewerage plan shows 9 Gallipoli Street as a brick building with a verandah across its full front elevation, accessed by steps at the north. A verandah is across half the rear elevation and there appears to be a small rear extension, probably one room, at the southeast corner. The laundry and toilet are separate outbuildings, the latter accessed by a path about halfway down the yard.[7] Aerial photographs confirm the 1965 plan. The property had many large trees in the 1950s and 1960s, making it difficult to discern the buildings from above. By 1974, a garage or carport had been added on the south side of the house, towards the front. A larger shed, possibly also a garage, was added in the 1980s towards the rear of the lot, accessed by a driveway that passed through the earlier structure (or a carport replacing the earlier structure). An extension was added across the full width of the rear of the house in the latter 1980s. This was added to by 1995 with a structure about two thirds the width of the house, possibly partly a patio. Changes to the roofline between 1989 and 1995 suggest the latter addition either removed and replaced the earlier one or the entire building was re-roofed as part of the project. Additional lightweight shade structures were added to the north of the house through the 2000s.

The chimney on the north side of the house, towards the rear, is located at the northwest corner of the 1980s additions and was added as part of the early 1990s works.[8]

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4 Wise & Co, Wise's Western Australia Post Office Directory, Perth WA, 1920–1949

5 Metropolitan Cemeteries Board (online database), name search 'Albert Lawrence', https://www2.mcb.wa.gov.au/NameSearch/results.php

6 Department of Justice, Births, Deaths and Marriages (online database), https://bdm.justice.wa.gov.au/_apps/pioneersindex/default.aspx, accessed 19 January 2021

7 Metropolitan Water Supply Sewerage and Drainage Department, Sewerage plan, 1965, accessed via SROWA RetroMaps, https://mapping.sro.wa.gov.au/#/map

8 Aerial photographs, 1985,1989, 1995, Landgate Mapviewer, https://map-viewer-plus.app.landgate.wa.gov.au/index.html

| | |
|---|---|
| Historic Theme | Occupations: Domestic activities |
| Associations | |
| Sources | |

Previous Place No.: New Nom
**Place No.: –**

STATEMENT OF SIGNIFICANCE

9 Gallipoli Street has cultural heritage significance for the following reasons:

- The place has aesthetic value as a very good example of a single storey residence constructed in the Federation Bungalow style of architecture.

| | |
|---|---|
| Management Category | 2 |
| Level of Significance | Considerable |

**211–213 Albany Hwy** **Place No.: –**




| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 211–213 Albany Hwy | |
| Locality | Victoria Park | |
| Landgate PIN | - | |
| Land Information | Lot – | Vol/Folio – |
| | Plan/Diagram – | Reserve – |
| GPS | - | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | - |
| Previous MHI | - |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Commercial |
| Current Use | Commercial |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1903 |
| Walls | Painted brickwork |
| Roof | Corrugated steel roof (concealed by parapet) |
| Architectural Style | |

PHYSICAL DESCRIPTION

211–213 Albany Highway, Victoria Park is a single storey painted brick and rendered brick commercial building. The building is on the corner of Cargill Street. The building has a shopfront to Albany Highway and a warehouse building form to Cargill Street.

The sawtooth roof form is evident to the west elevation with roof glazing facing south. A corrugated steel roof sits behind the parapet. A steel cladding has been applied to the main elevation and a small section to the return to the west elevation. The cladding is to the parapet.

The shopfront are large sections of fixed glazing within an aluminium frame.

The building is currently (January 2021) a showroom and sales for AMC (American Motorcycles). The building is painted black with a yellow band above window height.

| | |
|---|---|
| Condition | Good |
| Integrity | Medium |
| Authenticity | Low |
| Date of Survey | 15/01/2021 |

HISTORICAL INFORMATION

A building first appears in post office directories at the corner of Cargill Street and Albany Road in 1903. Harry Steedman is listed as the occupant, followed by 1905 by Mrs Sarah Newton and then T.P. Walsh. As no business functions are noted, it appears the building was probably originally a residence. However, from 1908 it was turned to commercial purposes. After a brief occupation by a pastrycook, the place was used by a bootmaker for about five years. During this time the first street numbers were assigned, and the place became 115 Albany Road. In 1920 the occupant was Mrs L.A. Metcalf, 'refreshments' but from the following year the more general 'store' was listed. H.L. Evatt ran the store until the latter 1920s, when Mrs M Goldstein took over and run a 'mixed business' until the mid-1930s. The occupant changed several times through the 1930s and 1940s, but 'mixed business' continued to be the listed use.[1]

1 Wise & Co, Wise's Western Australia Post Office Directory, Perth WA, 1900–1949

A 1934 plan shows an L-shaped building at 211–213 Albany Highway. The whole place is recorded as 211, with no 213 on the plan. The two-storey buildings at 215–217 Albany Highway are already evident, but an alley separates them from 211–213 Albany Highway so that they do not abut. At the corner, 211 has zero setback from both street fronts, but the southern portion of the Albany Highway frontage is set back considerably, potentially sufficient to provide parking in front. A verandah along the set-back elevation suggests this was the entrance at the time. The rear half of the lot is mostly vacant, with some large corrugated iron sheds along the rear boundary with the laneway.[2]

Aerial photographs show an addition to the rear in place by 1953, bringing the building about halfway into its lot. It is possible that the front yard to Albany Highway was covered over or built in between 1961 and 1963, although images into the 1970s are not clear for this area. Between 1963 and 1965, the two saw-tooth portions were added to the rear, bringing the buildings to their extant (2021) footprint. An image from 1970 suggest the high boarding on the parapet may have been in place by that time. Viewed from the street, the front section of the building does not appear to retain its earlier form. However, aerial photographs show that the roofline for the front section continues to match the 1930s plan, with the front yard filled in under a separate roof.[3]

American Motorcycles was founded in 1984 by Stuart Verman. At that time it was called Road and Trail. From 1987, when Rob Gibbons joined the business, its emphasis shifted from generalist motorcycles and trail bikes to focus on Harley Davidsons. It was renamed American Motorcycles and US Parts in 1989. The shop's website describes it as a widely recognised 'Perth Institution', partly due to its location (211 Albany Highway) in view of city-bound traffic accessing the Causeway. The business sells second-hand motorcycles, mostly Harley Davidsons, and also operates an extensive motorcycle parts and service workshop.[4]

2 Metropolitan Water Supply Sewerage and Drainage Department, Sewerage plan, 1934, accessed via SROWA RetroMaps, https://mapping.sro.wa.gov.au/#/map

3 Aerial photographs, 1953–2020, Landgate Mapviewer, https://map-viewer-plus.app.landgate.wa.gov.au/index.html

4 American Motorcycles (website), 'About', https://americanmotorcycles.com.au/about/ accessed 20 January 2021

| | |
|---|---|
| Historic Theme | Occupations: Commerce |
| Associations | - |
| Sources | - |

STATEMENT OF SIGNIFICANCE

211–213 Albany Highway has cultural heritage significance for the following reasons:

- The place has historical and social value for its ongoing commercial presence and warehouse building form on Albany Highway.

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some |

ADDITIONAL PHOTOGRAPHS




Source: SCA 2021




Source: SCA 2021



Source: SCA 2021




Source: SCA 2021

**237- 239 Albany Hwy** **Place No.: –**




| SITE INFORMATION | | |
|---|---|---|
| Other Names | (Fmr) Ryan Brothers | |
| Street Address | 225–239 Albany Hwy | |
| Locality | Victoria Park | |
| Landgate PIN | - | |
| Land Information | Lot – | Vol/Folio – |
| | Plan/Diagram – | Reserve – |
| GPS | - | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | - |
| Previous MHI | - |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Commercial |
| Current Use | Commercial |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1905 |
| Walls | Rendered masonry |
| Roof | Concealed corrugated steel roof |
| Architectural Style | Federation |

PHYSICAL DESCRIPTION

No. 237–239 Albany Highway is a double storey building incorporating two shop fronts to the ground level, timber framed sash windows to the first storey and a decorative parapet to the facade.

The facade is constructed of rendered painted brick to the lower section and painted brick to the upper and side sections. The building has undergone some alterations.

The two shop fronts, one double fronted and the other single fronted, have retained their original arrangements. No 237 is the double fronted shop front, the recessed entrance is centrally placed between the two shop windows. The doorway consists of two narrow doors, each paneled to the lower section with a longer glazed panel to the top. The walls below the window sill show the tiled decoration. The tiles have been painted over to match the upper section of the building.

The smaller shop at no. 239 Albany Highway also retains the original arrangement of recessed shop entry and two- sided shop front. The door in this instance is a wide timber panelled and glass door, original in style but the door hardware has been replaced, The windows also incorporate replacement glass. Both doorways have pressed metal ceilings, concrete steps and timber thresholds.

The 'Ryan Bros', name can be seen painted on the parapet. The concrete parapet is in three sections: two decorative section to the outer edges containing the traditional balustrade formation and the plain central section which had the company name painted on it. The parapet sits upon a moulded projecting cornice. Below the concrete parapet is a moulded string course, the two elements being the only decoration on the building's facade. A further simple brick parapet extends around the top of the building hiding the skillion roof from view.
There are three openings to the first floor level. The central opening is now a doorway. One window is a double hung timber window and the other window has been modified with an air conditioning unit installed to the base. The shop use is maintained to the ground floor.

| | |
|---|---|
| Condition | Fair |
| Integrity | Moderate |
| Authenticity | Moderate |
| Date of Survey | 05/11/2020 |

HISTORICAL INFORMATION

This place first appears in the post office directories in 1905, when the combined building is listed as 'Ryan Brothers, storekeepers'. Faded lettering 'Ryan Bros' is still evident on the parapet in 2021, confirming that the extant building is the one built in 1905. Ryan Brothers ran the whole building as one store until 1909, after which the place appears to have traded as two separate businesses. The north store became a grocers. Ryan Brothers continued to retain an interest until at least 1920, with Edward D Ryan in residence, although other grocers are also noted, suggesting Ryans did not always manager the store. By 1915 the street number was 133 (later 237). It remained a grocer or greengrocer until the mid-1930s, run by several different proprietors of whom the longest-lasting was Edwin Hogben though most of the 1920s. The southern store (135, later 239) had a variety of occupants through the same period including tailor, confectioner, bootmaker and piano tuner. J Haagensen, bootmaker, occupied the place through the latter 1920s until at least 1932. The current numbering, 237-239, was adopted in the mid-1930s.[1]

In 1935, post office directories record both 237 and 239 as vacant. Subsequently, they both traded as hairdressers. It appears 237 catered for men while 239 was a ladies' hair dresser. Through World War Two this was George Wakelin at 237 and Bernrene hairdressing salon at 239.[2]

A 1934 plan shows 237-239 as two two-storey brick buildings with a galvanised iron section across most of their shared rear elevation. The buildings fill less than a third of the lot. A large rear yard has three galvanised iron buildings along the south boundary towards the rear lane.[3] Aerial photographs show the buildings largely unchanged since this plan was drawn, although the galvanised iron rear portion had been removed by the 1960s and replaced with a smaller verandah/ porch, and outbuildings have all been removed from the yard. A garden is evident by 1965. Tree canopy increased until at least 1989, by which time the rear yard at 237-239 was an oasis of large trees in an area with little vegetation. The trees were removed in the 1990s and a paved yard constructed.[4]

Hocking Heritage Studio completed a heritage impact statement for the Town of Victoria Park in June 2012 for buildings between 225 and 239 Albany Highway, to assist with determining an application to clear the properties and erect a two-storey car showroom and office structure. The Hocking report recommended retaining 237-239 and considering the building for inclusion in the Municipal Heritage Inventory (now LHS).[5]

Historical streetview imagery shows the shops occupied in 2007 by Crystal Waters Irrigation. Imagery from the 2012 Hocking report shows the building vacant but still displaying Crystal Waters signage and a 'we are moving' note, suggesting it had not been long vacated. In March 2014, the building was still vacant and the moving note still taped inside the window. From 2015, the current (2021) occupant, In Retrospect vintage store, had moved in.[6]

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1 Wise & Co, Wise's Western Australia Post Office Directory, Perth WA, 1900–1949

2 Wise & Co, Wise's Western Australia Post Office Directory, Perth WA, 1900–1949

3 Metropolitan Water Supply Sewerage and Drainage Department, Sewerage plan, 1934, accessed via SROWA RetroMaps, https://mapping.sro.wa.gov.au/#/map

4 Aerial photographs, 1953–2020, Landgate Mapviewer, https://map-viewer-plus.app.landgate.wa.gov.au/index.html

5 Hocking Heritage Studio, Nos. 225–239 Albany Highway, Victoria Park, Heritage Assessment, prepared for Town of Victoria Park, June 2012

6 Google streetview, 2007, 2014, 2015, 2020, https://www.google.com.au/maps

| | |
|---|---|
| Historic Theme | Occupations: Commerce |
| Associations | |
| Sources | Hocking Heritage Assessment 2012 |

STATEMENT OF SIGNIFICANCE

237–239 Albany Highway has cultural heritage significance for the following reasons:

- The place has aesthetic value as an example of a two storey commercial building built in the Federation architectural style.

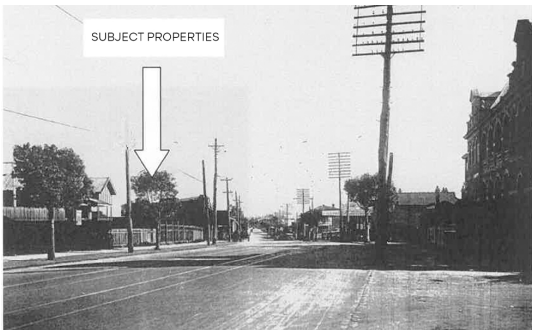
| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some |

ADDITIONAL PHOTOGRAPHS



Source: SCA November 2020

HISTORICAL PHOTOGRAPHS




View of Albany Highway 1929
Source: Hocking Heritage Assessment 2012-
Battye State Library image 3474B/2

Previous Place No.: New Nom

**241–243 Albany Hwy** **Place No.: –**




| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 243–245 Albany Hwy | |
| Locality | Victoria Park | |
| Landgate PIN | - | |
| Land Information | Lot – | Vol/Folio – |
| | Plan/Diagram – | Reserve – |
| GPS | - | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | - |
| Previous MHI | - |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Commercial |
| Current Use | Commercial |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1908 |
| Walls | Rendered Masonry |
| Roof | Corrugated steel roof (concealed by parapet) |
| Architectural Style | Federation |

PHYSICAL DESCRIPTION

243–245 Albany Highway is a single storey rendered masonry building that retains architectural detail to the upper façade and parapet. The ground floor shop front details have been modified with infill timber cladding and bifold windows.

There is decorative moulding to the parapet and a rendered string cornice to the façade. The façade is divided into two unequal bays. Within the bays are rectangular recesses that feature square openings. Whilst the ground floor detail has been altered the upper façade architectural detail has been retained.

The place is currently (January 2021) a Bar and Café.

| | |
|---|---|
| Condition | Good |
| Integrity | Medium |
| Authenticity | Low |
| Date of Survey | |

HISTORICAL INFORMATION

A building first appears on this site in post office directories in 1908, at which time it was occupied by Holmes Bros & Co Ltd, butchers. Holmes Bros & Co was a chain of butcher shops. Robert Elliot was the first manager at Victoria Park, and lived on site in 1908, but within a year had been replaced by Alfred James. From 1909, the southern portion of the store was listed as a wine saloon.[1] As a 1913 photograph shows the extant structure, it appears the building shown in 1908 is the one that remains in 2021.

The photograph from 1913 shows 241–243 Albany Highway with three bays of verandah over the footpath. Decorative wrought iron trim is evident at the top of each verandah post. Above the north bay the canopy reads 'Meat Supply' and above the south 'Victoria Wine Saloon'. The central bay reads 'Victoria Park – G. Trowbridge' [possibly C]. A number of butchers' delivery carts and men in striped butcher aprons are posed in front of the store, indicating the business ran an extensive meat delivery service at the time. A caption with the image notes that meat was taken whole on the carts and cut up in front of customers. The adjacent store at 245 Albany Highway appears to be a fruit and vegetable store at this time. It had a cantilevered canopy but no verandah posts.[2]

1 Wise & Co, *Wise's Western Australia Post Office Directory*, Perth WA, 1900–1949
2 Image 2.39, Thompson, *Beyond Matta Gerup,* p.59

George Trowbridge is listed as the manager of Holmes' butcher in 1911. In subsequent years, Holmes is no longer mentioned. By 1915, street numbering had been assigned, with the butcher at 137 and wine saloon at 139. This was changed to 241–243 in the mid-1920s. Trowbridge continued to run the butcher's store until 1926. The following year, the butcher at 241 is listed as Harold V. George, who remained for around five years. Although the store continued to be a butcher to the end of the 1940s and probably beyond, the occupant changed several times through the 1930s and 1940s. George Trowbridge set up nearby in a new building at 221 Albany Highway, from 1929, where he remained for over ten years.[3]

The proprietor of the wine saloon changed frequently. Often, the saloon was run by women, including Mrs E. McAlpine (1909–1911), Mrs E. Clarke (1915), Mrs Amy Allan (1920), Mrs K Donohue (1921), Mrs M.M. Malladine (1925–1926), Miss M. McDonald (1930–1934).[4]

A 1934 plan shows 241–245 Albany Highway as three abutting single-storey brick buildings. 241 has a galvanised iron portion at the rear. A yard behind 241–243 has a large timber building filling much of area behind 241 and a fenced area behind 243, possibly relating to its function as a butcher. The rear yard at 245 is mostly clear. A recessed verandah on the south side of 245, facing an alley between 245 and the adjacent 249, suggests the rear portion probably included a residence.[5]

From 1935, the wine saloon was run by Violet Pearl Thomson. It continued to be known as Victoria Wine Saloon. In 1941, Thomson transferred the liquor license to Israel Weiss. Weiss ran the wine saloon until at least 1949.[6] She lived at 243 Albany Highway, presumably behind the wine saloon.[7] When Israel Weiss died in 1955, aged 75, she was resident at Mount Hawthorn, indicating she had left the wine saloon in Victoria Park before this time.[8]

The timber building behind 241 was removed in the 1950s. The rear yards of 241, 243 and 245 in the 1960s and early 1970s have trees and lawn, suggesting there were residences associated with all the shops. In the mid-1970s, a long narrow extension was added behind 243.[9]

In the early 1990s, a major rebuild at 241–243 resulted in the lot being almost entirely filled by buildings. Although the façade in 2021 appears relatively unchanged from early imagery, the whole expanded structure has been re-roofed as one. The adjacent 245 appears on aerial photographs to be unchanged from its 1934 footprint.[10]

3 Wise & Co, Wise's Western Australia Post Office Directory, Perth WA, 1900–1949

4 Wise & Co, Wise's Western Australia Post Office Directory, Perth WA, 1900–1949

5 Metropolitan Water Supply Sewerage and Drainage Department, Sewerage plan, 1935, accessed via SROWA RetroMaps, https://mapping.sro.wa.gov.au/#/map

6 *Daily News,* 20 September 1941, p.37, https://trove.nla.gov.au/newspaper/article/78809160

7 West Australian, 12 December 1942, p.1, https://trove.nla.gov.au/newspaper/article/47357879

8 Metropolitan Cemeteries Board (online database), name search 'Weiss', https://www2.mcb.wa.gov.au/NameSearch/results.php

9 Aerial photographs, 1953–2020, Landgate Mapviewer, https://map-viewer-plus.app.landgate.wa.gov.au/index.html

10 Aerial photographs, 1953–2020, Landgate Mapviewer, https://map-viewer-plus.app.landgate.wa.gov.au/index.html

A November 2007 image shows 241–243 apparently vacant, with interior works taking place. Lettering above the entrance reads 'Manhattans', which likely reflects the previous tenant. Neighbouring 245 is branded Super Fuji Japanese Market. In 2014, the Japanese market had become Ulara Japanese café, while 241–243 was again vacant, now branded 'The Causeway'. It appears it was being converted to 'The Causeway' in March 2014, as a year later imagery shows it in use with this name. By October 2016, 241–243 Dutch Trading Company ran a beer kitchen, bar and bottleshop from 241–243, with signage stating the place was established in 2015. It remained in late 2020. Ulara continued trading at 2018 until at least 2018, followed by Lan Zhou Noodle Bar, the tenant in late 2020.[11]

11 Google streetview, 2007, 2014-2020, https://www.google.com.au/maps

| | |
|---|---|
| Historic Theme | |
| Associations | |
| Sources | |

STATEMENT OF SIGNIFICANCE

243–245 Albany Highway has cultural heritage significance for the following reasons:

- The place has aesthetic value as an example of a single storey commercial building built in the Federation architectural style.
- The place has value for its ongoing commercial presence on Albany Highway.

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some |

HISTORICAL PHOTOGRAPHS




Potential historical photograph of building.

Local History Collection, Town of Victoria Park Library Services
Beyond Matta Gerup: a history of Victoria Park Victoria Park, Susan Thompson published 2012

**974 Albany Hwy** **Place No.: –**




| SITE INFORMATION | | |
|---|---|---|
| Other Names | Victoria Park Veterinary | |
| Street Address | 974 Albany Hwy | |
| Locality | Victoria Park | |
| Landgate PIN | - | |
| Land Information | Lot – | Vol/Folio – |
| | Plan/Diagram – | Reserve – |
| GPS | - | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | - |
| Previous MHI | - |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Commercial |
| Current Use | Commercial |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1928 & c1938 |
| Walls | Rendered Masonry |
| Roof | Corrugated steel roof (concealed by parapet) |
| Architectural Style | Inter-War Bungalow |

PHYSICAL DESCRIPTION

Located on the corner of Somerset Street this site comprises of a former residence and a structure to the rear of the lot that addresses Somerset Street. Between the two buildings is a car park servicing the current occupants. The site is bounded to the north by Terminus Lane.
The building is a Veterinary Clinic. The former residential building is single storey with a hip roof. The walls are constructed of rendered masonry that is painted. The roof is clad in concrete tiles. Timber windows are casement and double hung. The windows to Somerset Street have timber framed awnings. There are exposed timber rafter ends to the eaves. A rendered chimney has terracotta chimney pots.
To the west of the subject site are buildings dating from a similar era.
The building has a painted rendered masonry high wall to the boundary. The site has a number of mature plantings and there are two mature street trees to Somerset Street.
The building to the rear of the site is a single storey painted brick structure with a parapet and skillion roof. The building has a face brick stretcher bond wall to Terminus Lane. This building is built on the lot boundary to Somerset Street and to Terminus Lane.

| | |
|---|---|
| Condition | Good |
| Integrity | Medium |
| Authenticity | Low |
| Date of Survey | |

HISTORICAL INFORMATION

Post Office directories first list a residence at this site in 1928, when 'new house' is listed. At the time, it was number 1172, until numbering changed in the early 1930s to 974. The original occupant was Mrs Esther Cairns, who live there until 1938, probably with her husband George David Cairns. From 1935, Mrs Don Baxter also lived at the home.[1]

A plan drawn in 1935 shows 974 Albany Highway as an L-shape brick residence with a large verandah/ porch at the south corner. Steps access the front porch from the east, but the pedestrian entrances to the property are at the corner and a rear lane gateway. A driveway accesses a garage within the rear yard, approximately in the location that the customer carpark driveway is now located. The only other outbuilding is a toilet at abutting the rear (laneway) fence.[2]

1 Wise & Co, Wise's Western Australia Post Office Directory, Perth WA, 1930–1949; Daily News, 6 October 1945, p.13, https://trove.nla.gov.au/newspaper/article/78479521; Department of Justice, Births, Deaths and Marriages (online database), https://bdm.justice.wa.gov.au/_apps/pioneersindex/default.aspx, accessed 19 January 2021

2 Metropolitan Water Supply Sewerage and Drainage Department, Sewerage plan, 1935, accessed via SROWA RetroMaps, https://mapping.sro.

The building at the rear of the lot, along the railway, was added between 1935 and 1953.[3] Post office directories suggest it was likely erected in 1938. In 1939 and 1940, three occupants are noted as '974 – rear', but as none were listed in the main house it is likely only F. Hall, cabinetmaker, was based in the rear building. He remains recorded at the rear of 974 until 1946, after which no rear tenant is noted. From 1939 through to the last available post office directories in 1949, Mrs Catherine Taylor and John Pope are listed living at 974 Albany Highway.[4] Catherine Taylor was still resident at 974 Albany Highway when she died in 1952. Her daughter Ethel was married to Jack Pope – presumably the John Pope of the post office directory listing. It appears Catherine Taylor lived with her daughter and son-in-law following the death of her husband Frederick Taylor.[5]

The current vet at 974 Albany Highway remembers seeing early clinic records, since destroyed, that suggested the rear building was used as stables for treating horses, but it does not appear to have been purpose-built as stables. In the earlier years of the practice, the district was much closer to surrounding farmland and it is likely the vet clinic catered for large animal medicine such as horses and other livestock.[6]

The only veterinary practice listed in Victoria Park or nearby districts in 1949 was L.W. Mahaffey at 284 Albany Highway.[7] It is believed the first vet at 974 Albany Highway was Dr Lindsay William Spiers.[8]
Dr Lindsay William Spiers registered as a veterinarian in 1954, at which time he lived in Riverview Road, East Victoria Park.[9] He ran the veterinary practice at 974 Albany Highway as Somerset Veterinary Clinic. Spiers died in 2007, aged 81.[10] Dr Spiers' wife Myrtle in 2017 established a memorial prize at UWA in honour of her late husband, awarded annually to a high-achieving student in the Faculty of Science.[11]

A verandah was added along the northeast elevation of the house by 1961.[12]

In 1982, the clinic was purchased from Dr Spiers by Rick Fenny. Images taken at the time show the place with a domestic appearance, including the garage and driveway to Somerset Street, suggesting the Spiers family may have also lived at the practice. The front porch was partially enclosed with glass louvres and pedestrian access to the property remained from the corner, as it had been in the 1930s. Incoming owners fully enclosed the front porch, probably as a waiting room, removed the old garage, installed a customer carpark and reoriented both pedestrian and vehicle access to be from Somerset Street.[13] Extensions were added along the northwest elevation between 1983 and 1985. A large addition was made to the south corner of the building between 1985 and 1989. A portion of the original porch was removed as part of these works, leaving a much narrower enclosed entry area.[14]

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wa.gov.au/#/map

3 Metropolitan Water Supply Sewerage and Drainage Department, Sewerage plan, 1935, accessed via SROWA RetroMaps, https://mapping.sro.wa.gov.au/#/map; Aerial photograph, 1953, Landgate Mapviewer, https://map-viewer-plus.app.landgate.wa.gov.au/index.html

4 Wise & Co, Wise's Western Australia Post Office Directory, Perth WA, 1930–1949

5 West Australian, 2 May 1952, p.24, https://trove.nla.gov.au/newspaper/article/49029473

6 Place nomination to LHS, 2020

7 Wise & Co, Wise's Western Australia Post Office Directory, Perth WA, 1949

8 Place nomination to LHS, 2020

9 'Registered Veterinary Surgeons 1991', WA Government Gazette, No. 74, 3 June 1992, p.2264, https://www.slp.wa.gov.au/gazette/gazette.nsf/gazlist/51363614380D2258C82572FF0016B331/$file/gg074.pdf

10 Metropolitan Cemeteries Board (online database), name search 'Spiers', https://www2.mcb.wa.gov.au/NameSearch/results.php

11 UWA (website), 'Prizes – Faculty of Science', https://www.web.uwa.edu.au/study/prizes?fac=75 accessed 20 January 2021

12 Aerial photographs, 1953–2020, Landgate Mapviewer, https://map-viewer-plus.app.landgate.wa.gov.au/index.html

13 Photographs, 1982, submitted with Place nomination to LHS, 2020

14 Aerial photographs, 1953–2020, Landgate Mapviewer, https://map-viewer-plus.app.landgate.wa.gov.au/index.html

Photographs taken in 1982 show the majority of the rear building with a low-pitch gable roof. The bay facing Somerset Street appears in 1982 largely as it remains in 2021, but the remainder of the building has been changed or even completely replaced since the 1982 images were taken. Aerial photography is not clear, partly as a large tree obscured much of the building in the early 1980s, but suggests major changes to the structure may have been made between 1983 and 1985. Physical evidence suggests at least two windows, onto the laneway, have been removed and replaced with brick (this elevation is not shown in the 1982 images). Historical imagery shows several openings along the northwest and southwest elevations which are no longer evident.[15]

The current veterinary clinic is part of the Rick Fenny Group, a network of over a dozen veterinary clinics, all of which were branded Pets and Vets from 2010. Rick Fenny began working as a vet in the Kimberley before establishing his private veterinary practice in the Pilbara in the 1970s. He purchased 974 Albany Highway in 1982, his first practice in Perth. As Victoria Park Vet Clinic, the practice was managed from 1982 by Edgar and Barbara Gasiorowski. In 1998, after several other vets had worked at the practice, husband and wife veterinary doctor team Julian and Nyaree Jacobsen became partners with Rick Fenny in both Victoria Park and Lathlain vet clinics. The Jacobsens continue to run the clinic in 2021. Rick Fenny Group now includes veterinary practices in the UK, South Australia and several regional Western Australian towns.[16]

15 Photographs, 1982, submitted with Place nomination to LHS, 2020

16 Pets and Vets (website), 'About Us', https://petsandvetswa.com.au/our-history/ accessed 20 January 2021

Note: nominator suggests the 1982 vet was Dr Edgar Sherard.

| | |
|---|---|
| Historic Theme | Social & Civic Activities: Community services & utilities |
| Associations | Dr Lindsay William Spiers |
| Sources | - |

STATEMENT OF SIGNIFICANCE

Victoria Park Veterinary has cultural heritage significance for the following reasons:

- the place has aesthetic value as a inter-war bungalow; and
- the place has social value for its continuing presence as a veterinary clinic servicing Victoria Park since the 1950s.

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some |

ADDITIONAL PHOTOGRAPHS



Source: SCA 2021



Source: SCA 2021

HISTORICAL PHOTOGRAPHS




Source: Dr Nyaree Jacobsen (2020)



Source: Dr Nyaree Jacobsen (2020)



Source: Dr Nyaree Jacobsen (2020)



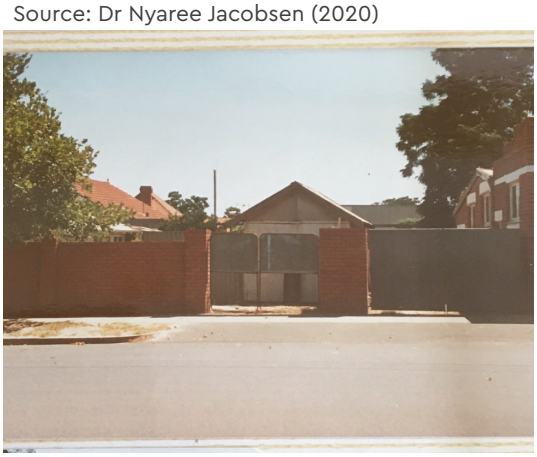
Source: Dr Nyaree Jacobsen (2020)



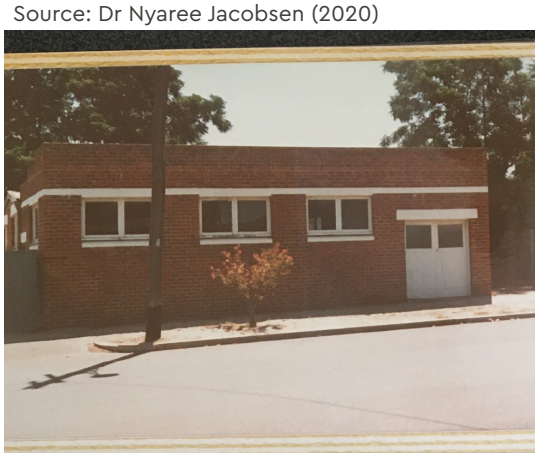

Source: Dr Nyaree Jacobsen (2020)



Source: Dr Nyaree Jacobsen (2020)



Source: Dr Nyaree Jacobsen (2020)



Source: Dr Nyaree Jacobsen (2020)



Source: Dr Nyaree Jacobsen (2020)



Source: Dr Nyaree Jacobsen (2020)

**35 Oswald Street** **Place No.: –**



| SITE INFORMATION | | |
|---|---|---|
| Other Names | - | |
| Street Address | 35 Oswald Street | |
| Locality | Victoria Park | |
| Landgate PIN | - | |
| Land Information | Lot – | Vol/Folio – |
| | Plan/Diagram – | Reserve – |
| GPS | - | |

| HERITAGE LISTINGS AND SURVEYS | |
|---|---|
| DPLH inHerit Database | - |
| Previous MHI | - |
| Other Listings | - |

| PLACE TYPE | |
|---|---|
| Original Use | Residence |
| Current Use | Residence |
| Other Use | - |

| CONSTRUCTION DETAILS | |
|---|---|
| Construction Date | c1924 |
| Walls | Face Brick and Rendered Masonry |
| Roof | Corrugated Steel |
| Architectural Style | Inter War Bungalow |

PHYSICAL DESCRIPTION

The dwelling, is a single storey rendered brick and corrugated steel hip roof building in the Inter War Bungalow architectural style. The residence is located on a predominantly single storey residential street and is bounded by a rendered masonry fence with rendered piers.

The dwelling has a symmetrical facade with a verandah that runs the full length of the Oswald Street elevation. The verandah is constructed with timber posts and has a corrugated steel roof that is at a different pitch to the main roof. There is a rendered chimney with chimney pots. The dwelling has timber windows to either side of the central entry door.

There is a dormer window with a small gable roof further to the side elevation. A lean-to garage is located to the side of the property.

| | |
|---|---|
| Condition | Good |
| Integrity | High |
| Authenticity | Moderate |
| Date of Survey | 24/08/2020 |

HISTORICAL INFORMATION

Post Office directories list a new house at 35 Oswald Street in 1924, as yet unoccupied. From 1925 to 1933, William Burnett is listed as occupying the house. In 1934 and 1935, Andrew Meloncelli lived at 35 Oswald Street. The following year, long-term owner Ern Kutcher is recorded as being in residence.[1]

A 1934 sewerage plan shows the house as a rectangular brick construction with a verandah across its full front elevation. A large timber outbuilding towards the rear of the block was probably a laundry. It had an attached toilet behind it.[2] The footprint of the house shown in 1934 appears relatively unchanged on subsequent aerial photographs from 1953 to 1989, although a rear patio was added in the mid-1980s.[3]

1 Wise & Co, Wise's Western Australia Post Office Directory, Perth WA, 1925–1949

2 Metropolitan Water Supply Sewerage and Drainage Department, Sewerage plan, 1936 from 1934 survey, accessed via SROWA RetroMaps, https://mapping.sro.wa.gov.au/#/map

3 Aerial photographs, 1953–1989, Landgate Mapviewer, https://map-viewer-plus.app.landgate.wa.gov.au/index.html

Ernest E Kutcher married Gladys E Commons in Beverley in 1931.[4] Ernest died in 1995, aged 89. Gladys died the following year, aged 91. Both are recorded as living in Victoria Park when they passed away.[5]

A grand-daughter of the Kutchers remembers them living at 35 Oswald Street into the 1980s. Few changes are believed to have been made to the place during this time, although the front façade was rendered, probably in the 1970s.[6]

In the early 1990s, the house was extended to the rear, almost doubling its area. The earlier portion was reroofed, probably replacing corrugated iron with tiles. The roof of the extension, which appears to have removed a rear portion of the original house, was corrugated metal. The front portion of the house was also re-roofed in metal sheeting in 2018.[7]

4 Department of Justice, Births, Deaths and Marriages (online database), https://bdm.justice.wa.gov.au/_apps/pioneersindex/default.aspx, accessed 19 January 2021

5 Metropolitan Cemeteries Board (online database), name search 'Kutcher', https://www2.mcb.wa.gov.au/NameSearch/results.php

6 Place nomination to LHS, 2020

7 Aerial photographs, 1953–2020, Landgate Mapviewer, https://map-viewer-plus.app.landgate.wa.gov.au/index.html

| | |
|---|---|
| Historic Theme | Occupations: Domestic activities |
| Associations | - |
| Sources | Wanjie Song<br>Lorna Farris |

STATEMENT OF SIGNIFICANCE

35 Oswald Street, Victoria Park has cultural heritage significance for the following reasons:

- The dwelling is a good representative example of an Interwar Bungalow style of architecture.

| | |
|---|---|
| Management Category | 3 |
| Level of Significance | Some |

ADDITIONAL PHOTOGRAPHS



Source: SCA November 2020



Source: SCA 2020

HISTORICAL PHOTOGRAPHS



c1939 Photograph of 35 Oswald Street
Source: Ms Lorna Farris (Granddaughter of Mr and Mrs Kutcher, who lived in the house from 1935–1980s.

# APPENDIX 2

Appendix 2 includes the supplementary places from the 2000 MHI that have been assessed and now include recommendations for further research for potential future inclusion in the LHS.

| # | | Name | Location | Recommendation |
|---|---|---|---|---|
| East Vic Park | | | | |
| 1 | R1 | Ashbolts | Albany Hwy/ Mint St, East Vic Park | Assumption is Shepperton Road/ Mint Street. Place to be considered for future assessment and potential inclusion in LHS. |
| 2 | R16 | Residence | 48 Willis St, E Vic Park | Place not to be considered for future assessment and potential inclusion in LHS. |
| 3 | R30 | Ukrainian Evangelical Baptist Church | Hubert St, E Vic Park | Place to be considered for future assessment and potential inclusion in LHS. |
| 4 | R9 | Nurse Cowling Maternity Hospital | Carlisle | Unknown location. Place not to be considered for future assessment and potential inclusion in LHS. |
| 5 | R13 | Residence | 11 Tuckett St, Carlisle | Place not to be considered for future assessment and potential inclusion in LHS. |
| 6 | R14 | Residence | 248 Rutland Ave, Carlisle | Place to be considered for future assessment and potential inclusion in LHS. |
| 7 | R15 | Residence | 62 Jupiter St, Carlisle | Place to be considered for future assessment and potential inclusion in LHS. |
| 8 | | Pump Station | 22 Carnavon Street, East Vic Park | Place to be considered for future assessment and potential inclusion in LHS. |
| 9 | R8 | Millen Primary School | Kensington | Place to be considered for future assessment and potential inclusion in LHS. |
| 10 | R17 | Residence | 4 Gallipoli and 2 Staines St, Lathlain | Place to be considered for future assessment and potential inclusion in LHS. |
| 11 | R28 | Stone House | 15 and 18 Gallipoli St, Lathlain | Place to be considered for future assessment and potential inclusion in LHS. |
| 12 | | | 18 Gallipoli St, Lathlain | Place to be considered for future assessment and potential inclusion in LHS. |
| 14 | R31 | 'Willowdene' | 14 Cookham Rd, Lathlain | Place to be considered for future assessment and potential inclusion in LHS. |

| # | | Name | Location | Recommendation |
|---|---|---|---|---|
| 15 | R2 | Bowling Clubs- Vic Park - Carlisle | 18 Kent Street, East Victoria Park | Place to be considered for future assessment and potential inclusion in LHS. |
| 16 | R3 | Councillor John McMillen Stables | | Unknown location. |
| 17 | R4 | Double Storey Building | Cnr Mint St/ Albany Hwy | Assumption is 1/828 Albany Hwy, East Victoria Park.<br>Place to be considered for future assessment and potential inclusion in LHS. |
| 18 | R10 | Residence | Cnr Archer St (2 or 3 down from Orrong Rd) | Unknown location.<br>Place not to be considered for future assessment and potential inclusion in LHS. |
| 19 | R11 | Residence | Cnr Armagh St and Gloucester | Russian Baptist Church opposite Raphael Park.<br>Place to be considered for future assessment and potential inclusion in LHS. |
| 20 | R12 | Residence- Dr Kargotich | | Unknown location. |
| Vic Park | | | | |
| 21 | R5 | Falkirk Dairy- Used Car Yard | Albany Hwy | Unknown location. |
| 22 | R6 | Former Butchers Gantry | Mellvile Motors Car Yard | Unknown location. |
| 23 | R7 | Franciscan House | Hampton Rd, Vic Park | Place to be considered for future assessment and potential inclusion in LHS. |
| 24 | R18 | Residence | 38 Duncan St, Vic Park | Place to be considered for future assessment and potential inclusion in LHS. |
| 25 | R19 | Residence | 7 Sunbury Rd, Vic Park | Place to be considered for future assessment and potential inclusion in LHS. |
| 26 | R20 | Residence | 69 Geddes St, Vic Park | Place to be considered for future assessment and potential inclusion in LHS. |
| 27 | R21 | Residence (St Germaine Society) | 1,3 and 7 King George St, near to car park, Vic Park | Places to be considered for future assessment and potential inclusion in LHS. |

| | | | | |
|---|---|---|---|---|
| 28 | R22 | Rhema Christian School | Vic Park | Now Regent College. New Development.<br>Place not to be considered for future assessment and potential inclusion in LHS. |
| 29 | R23 | Ryans Shop | Albany Hwy | Place considered in current new nomination list |
| 30 | R24 | Shop | 370 Albany Highway, Vic Park | Place **not** to be considered for future assessment and potential inclusion in LHS. |
| 31 | R25 | Tudor House | 282–284 Albany Hwy, Vic Park | Place to be considered for future assessment and potential inclusion in LHS. |
| 32 | R26 | St Aidans Building | | Unknown location. |
| 33 | R27 | St David's Church | | Unknown location. |
| 34 | R29 | Swansea Street Fruit and Vegetable Market | 176–178 Swansea St, East Vic Park | Place to be considered for future assessment and potential inclusion in LHS. |
| 35 | | 224 Berwick Street (Berwick Street to one- mile deli) | 224 Berwick Street, Vic Park | Place to be considered for future assessment and potential inclusion in LHS. |
| GROUPS | | | | |
| 36 | | Timber House Precinct | Canterury Tc/ Balmoral/ Albany Hwy/ Berwick St, Vic Park | Places to be considered for future assessment and potential inclusion in LHS. |
| 37 | | Weatherboard Houses behind Park Centre | | New Development behind Park Centre.<br>Places not to be considered for future assessment and potential inclusion in LHS. |
| 38 | | Workers Cottages | | For Town of Victoria Park's consideration . |
| 39 | | Teague Street Group | 83,85,87,89 91 & 93 Teague Street Vic Park | Places to be considered for future assessment and potential inclusion in LHS. |
| 40 | | Carnarvon Street | 18,20,22,24, 26,28,30,32,36 Cararvon Street, East Vic Park | Places to be considered for future assessment and potential inclusion in LHS. |




TOWN OF
VICTORIA PARK

## 12.1 Local Heritage Survey

| | |
|---|---|
| **Location** | Town-wide |
| **Reporting officer** | Charlotte McClure |
| **Responsible officer** | Laura Sabitzer |
| **Voting requirement** | Simple majority |
| **Attachments** | 1. Draft Local Heritage Survey<br>2. Schedule of Submissions (Confidential) |

**Recommendation**

That Council:

1. Acknowledges and receives the Town of Victoria Park draft Local Heritage Survey, prepared by Stephen Carrick Architects (as Attachment 1).
2. Advertises the Town of Victoria Park draft Local Heritage Survey for a period of 60 days for public comments.

## Purpose

To consider the Town of Victoria Park draft Local Heritage Survey, prepared by Stephen Carrick Architects and, if supported, resolve to advertise the draft Local Heritage Survey.

## In brief

- The Town's Municipal Heritage Inventory (MHI) was adopted by Council in 2000.
- In 2018, the *Heritage Act 2018* came into effect, which requires each local government to identify places of cultural heritage significance in a local heritage survey (LHS) with an existing MHI taken to be a LHS.
- Additionally, the Planning and Development (Local Planning Schemes) Regulations 2015 requires local governments to establish and maintain a Heritage List which identify places which are afforded statutory protection under the Local Planning Scheme. The Town of Victoria Park does not currently have a Heritage List in operation.
- The Town have engaged Stephen Carrick Architects to review the existing LHS and provide a recommendation of places to be included on a subsequent Heritage List.
- The existing MHI has undergone a review and update, including a consultation period with community members, and a draft LHS has been compiled which proposes new place entries.
- Council is requested to acknowledge and receive the draft LHS, with or without modifications, which will then undergo community consultation and review, and is scheduled be presented to the June 2021 Ordinary Council Meeting for final endorsement.

## Background

1. Cultural heritage places in Western Australia can be recorded under many different heritage listings. Some of these listings give statutory protection to heritage places and others are simply lists with designations for places (such as the LHS) and assist in decision-making. The differences are highlighted in the table below:

| Heritage Document | Description | Legal Status |
|---|---|---|
| State Register of Heritage Places | The State Register of Heritage Places is a statutory list of places including buildings, structures, gardens, cemeteries, memorials, landscapes and archaeological sites. Inclusion in the Register is reserved for places of State cultural heritage significance and is the highest recognition afforded at the State level. Heritage places are entered in the State Register after an assessment and registration process which includes consultation with owners, local governments and other stakeholders. | Statutory List *Heritage Act 2018* |
| Heritage List | This is a list of places adopted under the Town Planning Scheme which affords a statutory level of protection.<br><br>For example, inclusion in a heritage list ensures that the local government receives an application for development or demolition of a single residence, which in many cases would not otherwise require planning approval.<br><br>This review of the Local Heritage Survey will include recommendations of places to form the Town's Heritage List. However, any recommendations of places will be formally progressed by Town officers separately through a Scheme Amendment process. | Statutory List *Planning and Development Act 2005* |
| Local Heritage Survey (LHS) | Local Heritage Surveys (formerly known as the Municipal Heritage Inventory) identify and record places that are, or that might become, of cultural heritage significance.<br><br>The LHS is a starting resource for local heritage planning and in itself has no statutory role. The LHS helps local governments make decisions that reflect local heritage values and supports the creation of a heritage list or heritage areas, | Non-statutory list/register of places with cultural heritage significance. |

| | |
|---|---|
| | which identify places to be protected under the local planning scheme. |

**Local Heritage Survey / existing Municipal Heritage Inventory**

2. In 1996, the Town of Victoria Park appointed Heritage TODAY to assist with the compilation of the MHI. The Town's MHI was adopted by Council in 2000 and contains a total of 85 Places including 9 Places on the State Register of Heritage Places. It forms the basis Town's consideration of local heritage matters including a place record form for each heritage place, place descriptions, statement of significance, management recommendation and historical photographs.
3. In 2018, the *Heritage Act 2018* came into effect, which requires each local government to identify places of cultural heritage significance in a local heritage survey (LHS). An existing MHI is taken to be a LHS for the purposes of the *Heritage Act 2018*.
4. Key changes in the *Heritage Act 2018* include amended processes for entering a place in the State Register; guidelines for the development of heritage places; better protections for important heritage places; and increased transparency by publishing the Heritage Council's advice to the Minister for Heritage on the inclusion of a place in the State Register.
5. The Town of Victoria Park's MHI is now over 20 years old and has not undergone review. Since its introduction there have been many changes to the State's Planning and Heritage legislation, as well as redevelopment across the Town. The review of the MHI has been long overdue and is identified in the Town's Corporate Business Plan. It is listed to be delivered by 30 June 2021.
6. The Town advertised a Request for Quotation (RFQ) seeking a review of the existing MHI, including community engagement and consultation, and the development of an LHS, which was appointed to Stephen Carrick Architects in February 2020.
7. The LHS has been prepared according to the Local Heritage Survey Guidelines released in July 2019 by the Heritage Council of Western Australia to assist local governments in the preparation of Local Heritage Survey's in accordance with *Heritage Act 2018*.
8. The LHS itself is identified as having no direct statutory role in respect of the *Planning and Development Act 2005*, and in particular should not be used as the basis of decision making for development or subdivision proposals. This function is served by a Heritage List or Heritage Area.

**Heritage List**

9. The Planning and Development (Local Planning Schemes) Regulations 2015 requires local governments to establish and maintain a Heritage List which identifies places to be protected under the Local Planning Scheme. The Town of Victoria Park does not currently have a Heritage List in operation.

10. The planning framework allows for special provisions to be applied to heritage places, which can ensure that consideration is given to the heritage significance of the place or area when making a planning decision. Under normal circumstances, to be able to apply heritage provisions, the subject site should either be under the protection of the *Heritage Act 2018 or* recognised under the local planning scheme by inclusion in the Heritage List.

11. Including a place in a Heritage List does not limit or restrict the ability of a local government to determine a planning application in a particular way. It does, however, give the local government the opportunity to consider heritage matters when making its determination. It also provides a sound basis for defending any subsequent challenge or reviews to the State Administrative Tribunal (SAT) if an application is refused, or conditions are imposed, on heritage grounds.

12. Inclusion in a Heritage List also ensures that a planning application for the development or demolition of a single residence is required, which in many cases would not otherwise require development approval.

13. This review of the Local Heritage Survey will include recommendations of places to form the Town's Heritage List. The formal adoption of the Heritage List in accordance with Section 8 of the 'Deemed Provisions' of the Planning and Development (Local Planning Schemes) Regulation 2015, will be progressed by the Town's officers at the completion of this review of the LHS.

**Local Planning Policy – Streetscape**

14. Since 1998, the Town has had Council policies in effect which seeks the retention of dwellings of good quality, architectural character, as these dwellings strongly contribute to the character of the Town (referred to as original dwellings).

15. In 2003, Council commissioned the Residential Character Study, which identified that the 'original dwellings' located within the older established areas of the Town (generally between Berwick Street and the railway line) contribute to a unique, identifiable streetscape 'character' that should be protected and maintained.

16. The majority of original dwellings in the Town were not found to have individual heritage significance, but to more broadly and collectively establish an identifiable streetscape character. In lieu of heritage listing individual dwellings, the Study recommended that the Town "give priority to, and actively encourage, the retention and conservation of residential character for the longer term benefit of the community and the owners of properties".

17. However, the introduction of the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations) by the State Government in October 2015 has had an impact on the previously existing protections and dwelling retention measures under Council's Town Planning Scheme No. 1, by removing the need to obtain development approval for demolition of a Single House (unless protected by a formal heritage listing or located in a Special Control Area where the exemptions from development approval do not apply).

18. At the December 2020 Ordinary Council Meeting Council considered an independent review and recommended policy position regarding the retention and demolition of original dwellings and the extent and type of development controls that should continue to be applied to development within the Residential Character Study Area. This policy will function independently to and compliment the Town's Local Heritage Survey and Heritage List and is not the subject of this project or report.

**State Heritage and State Heritage Register**

19. The State Register of Heritage Places is a statutory list of places that represent the story of Western Australia's history and development. Places included in the State Register include buildings, structures, gardens, cemeteries, memorials, landscapes and archaeological sites.

20. Entry in the Register is reserved for places of State cultural heritage significance and is the highest recognition afforded at the State level. Heritage places are entered in the State Register after an assessment and registration process which includes extensive consultation with owners, local governments and other stakeholders.

21. The State Register of Heritage Places was established by the *Heritage of Western Australia Act 1990* to ensure that places are recognised for their value and importance to the State, and to promote their conservation into the future. It continues to be expanded under the *Heritage Act 2018*.

22. The State Register is managed by the Heritage Council of Western Australia with the assistance of the Department of Planning, Lands and Heritage. Entry in the State Register means that any changes or works proposed for the place need to be referred, usually by the responsible local government, to the Heritage Council for referral advice. The Heritage Council is not a decision-making authority and as specified in the *Heritage Act 2018* prior to making a decision on a referred proposal the decision-maker is required to:
(a) Receive advice from the Heritage Council or wait the prescribed period to received advice;
(b) Make a decision that is consistent with advice received from the Heritage Council;
(c) However, (b) does not apply if the decision-maker finds that there is no feasible and prudent alternative to the decision made.

23. The Town currently has nine places on the State Register of Heritage Places:

| Place Name | Address | Place No |
|---|---|---|
| Victoria Park Post Office | 414-420 Albany Hwy Victoria Park | 2222 |
| Windmill & Wishing Well | 152 Albany Hwy Victoria Park | 3898 |
| Old Burswood Canal | near Goodwood Pde Burswood | 3570 |
| Kent Street Senior High School | 89 Kent St Kensington | 3372 |
| Edward Millen Home (fmr) | 15 Hill View Tce East Victoria Park | 2176 |
| St Peter's Anglican Church & Memorial Hall | 11-15 Leonard St Victoria Park | 2225 |
| Victoria Park Primary School | 205 Albany Hwy Victoria Park | 3459 |
| Victoria Park Police Station | 450 Albany Hwy Victoria Park | 2219 |
| Broken Hill Hotel | 306-326 Albany Highway Victoria Park | 2220 |

## Application summary

- The contents of the draft LHS (refer to Attachment 1) includes the following:
  - Introduction discussing what heritage is and explanation of management categories.
  - Methodology outcomes and terminology including the review strategy and consultation strategy.

- Historical overview.
- Thematic framework.
- Place index.
- Place records for each place (including photographs).

## Relevant planning framework

| | |
|---|---|
| **Legislation** | • *Heritage Act 2018*<br>• *Planning and Development Act 2005*<br>• Planning and Development (Local Planning Schemes) Regulations 2015<br>• T*own of Victoria Park Town Planning Scheme No.1.* |
| **State Government policies, bulletins or guidelines** | The review of the Town of Victoria Park's Local Heritage Survey (LHS) has been undertaken in accordance with the guidelines prepared by the Heritage Council and the conservation philosophy of the Australian ICOMOS Burra Charter 2013<br>Key documents include:<br><br>Heritage Council, Guidelines for Local Heritage Surveys, July 2019.<br>Guidlines for Local Heritage Surveys<br><br>Department of Planning, Lands and Heritage, Criteria for the Assessment of Local Heritage Places and Areas, November 2019.<br>Criteria for the Assessment Of Local Heritage Places<br><br>Department of Planning, Lands and Heritage, Basic Principles for Local Government Inventories, March 2012.<br><br>Department of Planning, Lands and Heritage, Local Planning Policies Practice Notes and Examples, March 2012. |
| **Local planning policies** | n/a |
| **Other** | - |

## Strategic alignment

| **Social** | |
|---|---|
| Strategic outcome | Intended public value outcome or impact |
| S04 - A place where all people have an awareness and appreciate of arts, culture, education and heritage. | The preservation and retention of the Town's built environment is highly valued by the community, as reflected by submissions received as well as consultation that has occurred as part of the review of the Residential Character Study Area. The proposed LHS will recognise and provide an up-to-date framework for heritage within the Town and the subsequent Heritage List will provide statutory protection for those places of highest local heritage value. |

| Environment | |
|---|---|
| Strategic outcome | Intended public value outcome or impact |
| EN01 - Land use planning that puts people first in urban design, allows for different housing options for people with different housing need and enhances the Town's character. | The development of an LHS will potentially assist owners of heritage and character buildings in maintaining and preserving the Town's heritage and character. |

| Civic Leadership | |
|---|---|
| Strategic outcome | Intended public value outcome or impact |
| CL02 - A community that is authentically engaged and informed in a timely manner. | The development of the draft LHS was informed by the feedback from the community and additional community consultation on the draft LHS is planned, as described in this report. |
| CL10 - Legislative responsibilities are resourced and managed appropriately, diligently and equitably. | The Planning and Development (Local Planning Schemes) Regulations 2015 requires local governments to establish and maintain a Heritage List which identifies places to be protected under the Local Planning Scheme. The Town of Victoria Park does not currently have a Heritage List in operation and the review of the LHS will include recommendations of places to form the Town's Heritage List. |

## Engagement

| **Internal engagement** | |
|---|---|
| **Stakeholder** | **Comments** |
| The review of the Local Heritage Survey was included on the Staff intranet for review and/or comment. | The Town's Place Planning Team nominated 6 places to be considered for inclusion on the LHS which include the following:<br>• 9 Gallipoli Street, Lathlain<br>• 5 Gallipoli Street, Lathlain<br>• 225-239 Albany Highway<br>• 243-245 Albany Highway<br>• 316-367 Albany Highway<br>• 213 Albany Highway |
| Local History Officer | Stephen Carrick Architects worked closely with the Town's Local History Officer in developing the draft LHS and will continue to engage with the Town's Local History Officer. |
| Property Development and Leasing | During the next round of consultation, comments will be sought regarding places listed on the draft LHS which are owned and/or leased by the Town. |
| Communications & Engagement | Prepared a Communication & Engagement Plan for |

| | |
|---|---|
| | the project. |

| External engagement | |
|---|---|
| **Stakeholders** | Town of Victoria Park residents |
| **Period of engagement** | First period of consultation conducted between 11 May 2020 and 8 June 2020, for a period of 28 days to:<br>• landowners who had an existing entry in the Local Heritage Survey or on the Review List<br>• residents who had previously provided a submission on the Residential Character Study Area review and/or shown interest in character and heritage in the Town.<br>A second period of consultation was conducted to capture several residents who had existing entries who were not contacted during the first consultation phase. |
| **Level of engagement** | 2. Consult |
| **Methods of engagement** | • The Town's 'Your Thoughts' online engagement hub<br>• Survey<br>• Letter correspondence |
| **Advertising** | • The Town's 'Your Thoughts' online engagement hub<br>• Southern Gazette Newspaper notice<br>• Direct correspondence to all Residential Character Study Area review submitters<br>• Town's 'Life in the Park' eNewsletter<br>• Social media posts. |
| **Submission summary** | • 13 submissions |
| **Key findings** | The Town consulted with the community at the commencement of the project to gain the community's view on the existing Municipal Heritage Inventory. In particular information was sought from community members on:<br>• The existing properties with the Town of Victoria Park Municipal Heritage Inventory<br>• New Nominations that community members have for places that should be considered for the new Local Heritage Survey; and<br>• Additional Historical Information that community members can provide to the Town for the updated Historical Overview of the Local Heritage Survey.<br><br>The submissions received are summarised below:<br>• 2 submissions raised concerns with Heritage and Character in the Town with one directly referencing Scheme Amendment No. 73 and the review of the Residential Character Study Area and associated planning framework<br>*Note: Scheme Amendment No. 73 was progressed by the Town in 2016 -* |

| | |
|---|---|
| | *17 and sought to introduce a Special Control Area in TPS1 over the Residential Character Study Area. Council at its Ordinary Council Meeting in September 2017 resolved to endorse the creation of the Special Control Area with modification consisting of the removal of provisions relating to the ability to issue conservation notices and requirement for development approval for the proposed demolition of a single houses identified as an 'original dwelling'. Council also resolved to seek expressions of interest from independent consultants to undertake a community engagement project and review of Council's Local Planning Policy 25 – Streetscape and the Residential Character Study Area. This project is currently being progressed by the Town's Urban Planning team.*<br>• 1 submission raised concerns with their property being on the review list (previously referred to as the supplementary list) of the LHS.<br>• 1 submission suggested the Town/project team contact a resident who had a strong interest and/or knowledge in the area of heritage.<br>• 1 submission provided information and indicated interest in the project.<br>• 3 submissions included nominations for consideration to be included on the LHS:<br>o 7 Lake View Street<br>o 35 Oswald Street<br>o 98 Swansea Street |

**Proposed consultation**

24. The purpose of this report is for Council to consider the draft LHS, and if supported, resolve to proceed with community consultation. There is no legislated requirement regarding advertisement of an LHS however a 60 day consultation period is recommended.

25. This will involve the consulting all landowners and residents of places included in the draft LHS, as well as the general public, utilising the same methods during the initial consultation period. It is envisaged to commence this year in March and conclude at the end of April and include the following:

    - The Town's 'Your Thoughts' online engagement hub
    - Southern Gazette local newspaper notice
    - Direct correspondence to all owners and residents of places included in the draft LHS and
    - Direct correspondence to all Residential Character Study Area review submitters
    - Town's 'Life in the Park' eNewsletter
    - Social media posts

26. Comments are to be sought from the Mindeera Advisory Group at their February 2021 meeting regarding the draft LHS's historical overview of Aboriginal society at the time of the arrival of the European Settlers (refer to page 22 of Attachment 1). It is noted that Aboriginal Heritage sites are not included in LHS as they are administered under separate legislation and require both specialist archaeological and anthropoidal skills as well as cultural sensitivity which may preclude the disclosure of information to the public.

27. All submissions will then be considered and necessary changes made to the draft LHS with a report planned for final endorsement of the Survey being presented to the June Ordinary Council Meeting.

Following the compilation of a final draft document, Council will have another opportunity to consider the document before final endorsement is considered. The purpose of this report is to consider and acknowledge the draft LHS and the proposed consultation to be undertaken.

## Risk management considerations

| Risk impact category | Risk event description | Consequence rating | Likelihood rating | Overall risk level score | Council's risk appetite | Risk treatment option and rationale for actions |
|---|---|---|---|---|---|---|
| Legislative compliance | The Planning and Development (Local Planning Schemes) Regulations 2015 requires local governments to establish and maintain a Heritage List which identifies places to be protected under the Local Planning Scheme. The Town of Victoria Park does not currently have a Heritage List in operation. | Moderate | Likely | High | Low | TREAT risk by progressing the Local Heritage Survey review and utilising the recommendations to prepare a Heritage List adopted under Town Planning Scheme No.1 |
| Reputation | If Council does not progress with the review of the LHS and subsequent establishment of a Heritage List with recommended places as part of this project then the possible erosion of the Town's Heritage places may occur. This may lead to loss of character and identify that is valued by the community and elected members. | Moderate | Likely | High | Low | TREAT risk by progressing the Local Heritage Survey review and subsequently progressing the recommendations of places to prepare a Heritage List adopted under Town Planning Scheme No.1 |

| | | |
|---|---|---|
| | | |
| Financial | Not applicable | Low |
| Environmental | Not applicable | Medium |
| Health & Safety | Not applicable | Low |
| Infrastructure/ICT systems/utilities | Not applicable | Medium |
| Service delivery | Not appliable | Medium |

## Financial implications

| | |
|---|---|
| **Current budget impact** | Sufficient funds exist within the annual budget to address this recommendation. |
| **Future budget impact** | Not applicable |

## Analysis

**Purpose of a Local Heritage Survey**

28. The Local Heritage Survey (LHS) identifies local heritage places in a systematic manner and provides base cultural and historic information for the community. LHS's can assist local governments to develop local conservation policies and provide information about local heritage required under Planning and Development (Local Planning Schemes) Regulations 2015. The LHS helps local governments make decisions that reflect local heritage values.

29. Section (104) of *Heritage Act 2018* states that the purposes of a local heritage survey by a local government include -
(*a) identifying and recording places that are, or may become, of cultural heritage significance in its district;*
*(b) assisting the local government in making and implementing decisions that are in harmony with cultural heritage values;*
*(c) providing a cultural and historical record of its district;*
*(d) providing an accessible public record of places of cultural heritage significance to its district; and (e) assisting the local government in preparing a heritage list or list of heritage areas under a local planning scheme.*

30. The *Heritage Council's Guidelines for Local Heritage Surveys* states that:

*Each local government should adopt a process for the periodic update of place records to reflect administrative changes, approved works, or other information that does not impact on the cultural heritage value of the place. Provision should be made for the ad hoc creation or review of one or more place records, including the commissioning of a heritage assessment where required, independent of a review. A review should ensure that the LHS reflects the current understanding and opinion of local government and its community, and that the LHS meets current standards. A review should take place at intervals consistent with the major review of a local planning strategy or strategic community plan.*

31. The original Town of Victoria Park MHI (now referred to as the LHS) was adopted in 2000. This is the first major review of the survey. The *Heritage Council's Guidelines for Local Heritage Surveys* recommends for local governments with ongoing urban redevelopment that review of the LHS is undertaken every 5 –8 years.

**Historical Information and Thematic Framework**

32. The Historical Overview and Thematic Framework has been updated by a Historian as part of the LHS review. The Historical Overview section contains information provided in the 2000 MHI and information prepared as a 2020 update. The 2020 update includes information or corrections to the original document, expansion of pre-European settlement history and Aboriginal history, as well as a new chapter containing an update from 1990-2020.

**Place Record Forms**

33. The review and update of existing and all nominated places has been researched and the historical information has been included within each of place record form. The review has also included converting each of the existing places information and data into updated place records forms following the format specified by the *Heritage Council's Guidelines for Local Heritage Surveys* and includes historical and current photographs of the places.

**Management Categories**

34. This review includes assigning Management Categories to the identified heritage places within the Town of Victoria Park, in accordance with the *Heritage Council's Guidelines for Local Heritage Surveys*.

35. Management categories recognise the varying degrees of importance and intactness of heritage places. For example, some places are more important to the community than others. Some buildings or structures have been lost over time and only the site remains. Management categories reflect, therefore, the diversity of heritage places. As such, they provide guidance to the Town as to the importance of the place and make recommendations for the level of care that should be taken of the place.

36. There are four (4) management categories ranging from 1 to 4 which replaces the previously comparable categories of (a) to (d) in the MHI. The level of significance for the management categories are defined as follows:
    - Management Category 1: Exceptional Significance All places in category 1 are of exceptional significance to the Local Government inclusive of State Registered places.
    - Management Category 2: Considerable Significance
    - Management Category 3: Some / Moderate Significance Management
    - Management Category 4: Little Significance

**Heritage Places**

37. The Town of Victoria Park received 3 new nominations for places from community members. Community members were made aware of the nomination process through public consultation and advertisement prepared and circulated by the Town of Victoria Park. A further 9 places have been nominated for assessment through the Town of Victoria Park. The nominated places were assessed by Stephen Carrick Architects in accordance with *Heritage Council's Guidelines for Local Heritage Surveys* with the aim of determining which places were worthy of inclusion in the Local Heritage Survey.

    The draft LHS includes:
    - 78 existing places
    - 7 newly nominated places (including 4 commercial places and 3 residential places).
    - 6 places that are not included on the LHS due to demolition.
    - 2 places that are category 3 and 4 recommended to potentially be removed.
    - 31 places on the review list which are not recommended for inclusions on the LHS at this point due to lack of location information for these places and subsequently insufficient consultation occurring. Recommendations for further research has been made again each supplementary place.

    The number of places per management categories are as follows:
    - Management Category 1 – 10 places
    - Management Category 2 – 46 places
    - Management Category 3 - 20 places
    - Management Category 4 - 2 places

**Recommendation of Places for Local Heritage List**

38. As discussed, following the conclusion of this review of the Local Heritage Survey (LHS), a recommendation will be made by the consultant as to which places should be considered for inclusion on the Town's Heritage List (which has statutory weight through the Local Planning Scheme). This recommendation will be reported to Council as part of the consideration and adoption of a Heritage List.

## Relevant documents

*Town of Victoria Park Town Planning Scheme No. 1*
*Heritage Act 2018*
Guidelines for Local Heritage Surveys
Town of Victoria Park Municipal Heritage Inventory 2000

## Further consideration

39. Further to the report presented to the Agenda Briefing Forum, Officers have sought clarification from the Heritage Council and other local governments with respect to the need for a Heritage List be to incorporated into the Town's Town Planning Scheme No. 1 through a Scheme Amendment. Advice received is that the Heritage List can sit outside the Scheme and there are administrative benefits in this. Accordingly, this report has now been modified to remove reference to the Heritage List being incorporated into the Scheme through a Scheme Amendment.

# Town of Victoria Park
# Future Accommodation

**MULTICRITERIA ANALYSIS REPORT**

**MAY 18, 2021**

Client: Town of Victoria Park

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**Date:** **7 May 2021**

**Version:** **Final, for Council consideration**

**Disclaimer:** Considerable care has been taken in preparing this report for the Town of Victoria Park. However, in no event shall Align Strategy + Projects, Elysian Consulting, or those associated with them, be liable for incidental or consequential damages in connection with or arising from the use of this report.

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# 1. Introduction

## 1.1 Overview

The Town of Victoria Park (the Town) has delivered its administrative, civic and customer service functions from premises at 99 Shepperton Road since its formation in 1994. These buildings, together with subsequent extensions and modifications are progressively becoming outdated.

Align Strategy + Projects and Elysian Consulting were engaged by the Town to undertake a multi criteria analysis (MCA) for accommodation options associated with administration, customer service and civic functions currently operating from this premise together with the inclusion of ranger and parking services as a component of administration (currently at 6-8 Kent Street, East Victoria Park).

The Town are advancing facility planning recognising the influence of these decisions on broader asset planning, workforce and budgeting processes, as well as place activation, service delivery and community outcomes. This is an early step towards a future investment decision, and expectations regarding the timing and elements of the decision process need to be managed with both internal and external stakeholders.

Two key variables form the basis of the long list of options that have been explored. These are the degree of service co-location, that is the option for co-located or separate administration, and civic and customer service functions currently operating from 99 Shepperton Road, together with the inclusion of ranger and parking services as a component of administration (currently at 6-8 Kent Street, East Victoria Park); and sites and locations, including the suitability of 99 Shepperton Road, the MacMillan or Aqualife precincts, or another site.

Consideration has been given to the strategic direction of the Town as a place and community, as well as an organisation through an assessment of relevant elements of the Town's strategic policy and strategy framework. Emerging changes of work practices and customer service, including as a result of Covid 19 have also been considered, however also providing a degree of flexibility for future refinement and reassessment as the project progresses.

The established accommodation options have been considered against MCA criteria that account for strategic, political, economic, social, environmental, financial and operational opportunities and implications. This has enabled a short list of options to be recommended as worthy of further analysis and assessment as part of a future business case.

## 1.2 Purpose

The purpose of this analysis is to advance long-term planning for the future of the Town's administration, civic and service facilities. Key drivers for the work are that the 99 Shepperton Road building and facilities are becoming increasingly outdated, and the Town recognise that decisions about long term facilities influence broader asset planning, workforce and budgeting processes; place activation; service delivery and community outcomes. The work has involved an MCA over a long list of future accommodation options, to arrive at a ranked list, and identification of a short-list of options for further analysis via a business case process.

## 1.3 Approach

Our approach has sought to support the Town to navigate and balance competing tensions and strategic, economic and development priorities. Also, to validate and articulate a clear and rational decision-making process. The work has been conducted in three phases.

**Phase 1** involved understanding strategic direction, business needs and priorities. Consideration has been given to the community and corporate strategic directions via relevant elements of the Town's strategic policy and strategy framework; an assessment of potential sites and locations; and consideration of the Town's future ways of working, and likely future workforce design and priorities. A review of key strategic and operational planning documents provide insight into service delivery, asset, financial and workforce planning priorities and how these align with the Town's long-term vision and objectives.

Given this is an early step in a longer-term decision process for the Town, consultation and engagement has been deliberately kept internal, and at a high level. Internal meetings with Town Executives and Managers have provided insight into ways of working now, and in future, and the relationship between organisational structure and the Town's strategic direction. A snapshot of relevant values and priorities of Elected Members and staff was gathered via snap polls.

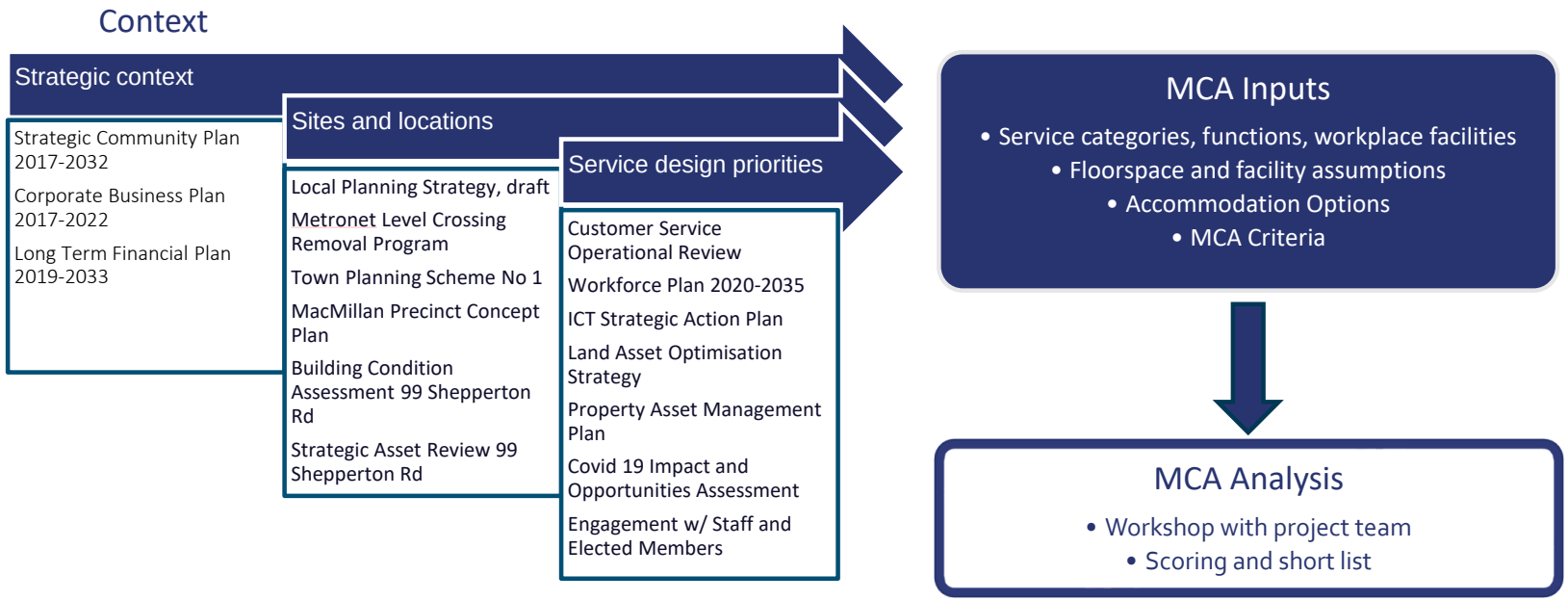
**Phase 2**, focused on developing MCA inputs and assumptions. Service categories, functions and workforce principles have been developed to define and categorise services to be delivered by the Town in new (or existing) facilities, and an associated set of principles to guide the type and amount of space allowed for in any new facility.

Floorspace assumptions, and other requirements such as car parking and storage, have been developed. Noting the MCA does not include a design component, a conservative approach and high-level assumptions has been adopted with requirements aligned to planned growth in the workforce plan, and the workplace principles. Accommodation options have been defined, bringing together the site and location information with workplace design assumptions.

The MCA criteria was developed with consideration to strategic, political, economic and social, environmental, financial and operational elements. The MCA is a largely qualitative assessment, and a relative measure of options against each other. Some weighting of the criteria has been suggested, reflective of the outcomes of the high-level engagements.

In **Phase 3**, the MCA analysis and scoring were conducted. The analysis was initially conducted by the consultants, and subsequently validated via a workshop with the Town's project team. The project team workshop was thorough, and a number of changes and refinements were made to both the analysis commentary and scoring as a result. The outcomes were shared with Elected Members at a Briefing Forum on 27 April 2021.

*Figure 1: Approach to analysis and the MCA*



# 2. Strategic context

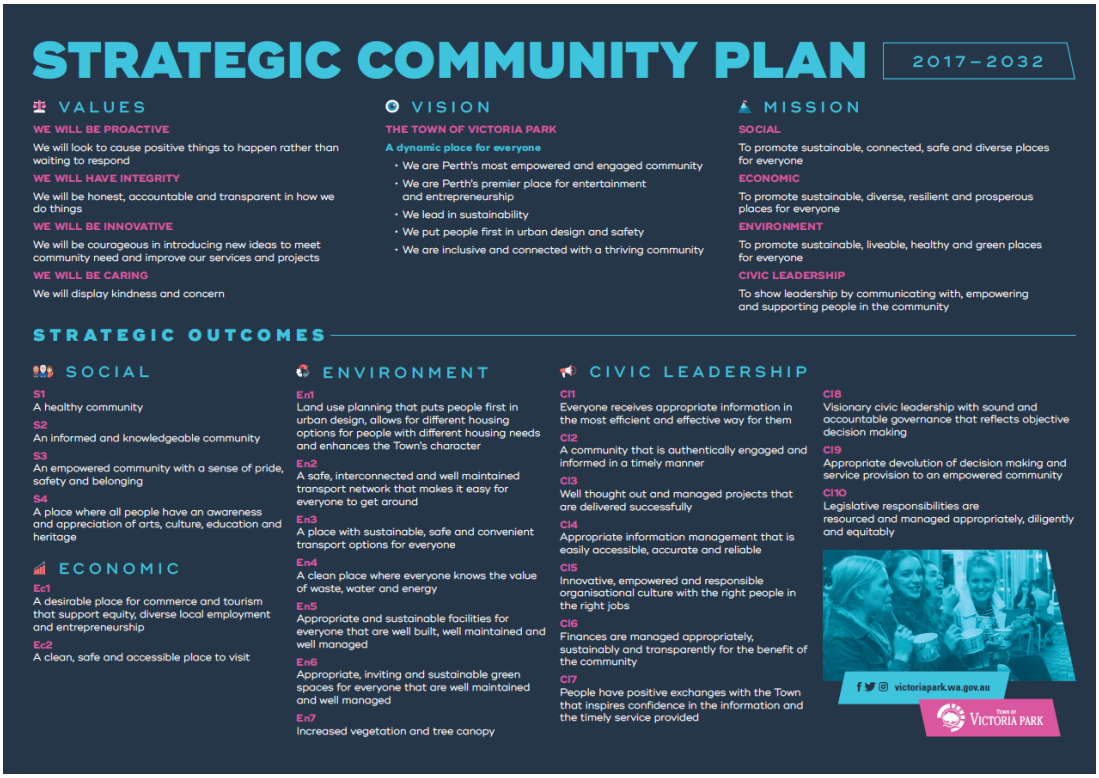
## 2.1 Strategic community direction

Representing a major long term strategic investment, the decision on the location and accommodation option will shape the Town's identity and interactions with its community and place. It will also have long term social, community and economic impacts and benefits.

As the Town's principal strategy and planning document, the Town of Victoria Park **Strategic Community Plan 2017-32** (SCP) reflects the Town and its community's long-term vision, values, aspirations and priorities. Developed through an extensive community engagement project dating back to 2015, the SCP articulates an aspirational vision to respond to the current and future needs of existing residents and embrace the challenge of catering for anticipated population growth of up to 40,000 additional people by 2050.

The vision of the Town of Victoria Park as a place helps frame key considerations for the Town in informing its decision making on its future location and accommodation requirements.

*Figure 2. Town of Vic Park Strategic Community Plan*



In setting a long-term agenda of activities and priorities, the SCP strategic outcomes will shape and guide the manner in which the Town harness' its strengths and opportunities. Importantly, it provides insights into understanding the priorities and expectations for the likely evolution of the Town's the delivery of its administrative, customer service and civic activities and how the provision of services and the facilities through which those services are delivered are designed and used, to contribute to place and community.

Notably, with relevance to the Town's future accommodation requirements, the SCP will shape the key variables for this project being the service design and the extent of co-location and the sites and location. This includes:

- **Prioritising sustainable, connected, safe and diverse places for everyone.** The creation of an inclusive, connected and empowered community through accessibility of information, knowledge and services in the most efficient and effective manner. This will see increasingly interactive and technological engagement with the Town's administrative, customer service and civic functions impacting both the design and methods of service delivery and engagement as well as the nature and use of the Town's built form facilities.
- **Positioning the Town as a leader in sustainability** including in built form, the natural environment, and waste, water and energy efficiency. Creating expectation and opportunity for the Town this will inform future accommodation use, design and built form requirements to maximise sustainability outcomes.
- **Promoting local economic development** through creation of sustainable, diverse, resilient and prosperous places for everyone. The Town is keen to leverage its proximity to the CBD and its ability to service surrounding communities to be a leading hub of economic, creative and innovative activity where talent, entrepreneurship and business are thriving. This provides opportunity for the Town to cultivate and support business development, enhance engagement with the local business community and deliver economic benefits through both its practices and the design, use and location of the Town's facilities.
- **Promoting active citizenship by empowering and supporting people in the community** to access appropriate information; innovative, empowered and responsible organisational culture; positive exchanges between the Town and the community that inspires confidence; and visionary civic leadership with sound and accountable governance that reflects objective decision-making. Increasing opportunities for citizen participation in the civic processes will see enhanced use of technology, more flexible engagement practices while also ensuring enhanced access to civic functions and events through fit for purpose facilities.
- **Valuing the accessibility of the Town** via connection of public transport, cycling and walking, and an ability for people to move around conveniently and safely without relying on a car. Given the level of community value placed in the current high levels of connection and accessibility through and across the Town of Victoria Park, this is likely to remain a priority for the community and staff into the future and when assessing service design and location options.
- **Recognising the value of its staff and promoting the desire of the Town to attract and retain quality staff** through an innovative, empowered and responsible organisational culture with the right people in the right jobs. Ensuring staff have access to contemporary workplace facilities, technology and surrounding amenity is likely to influence staff engagement and retention over the longer term.

## 2.2 Strategic corporate direction

The **Corporate Business Plan 2017 – 2022** maps out a comprehensive five-year plan for how the Town as an organisation will give effect to its Strategic Community Plan. Covering the initial five-year period of the Strategic Community Plan, the Corporate Business Plan seeks to ensure that the Town's medium-term commitments are both strategically aligned and affordable.

The Corporate Business Plan incorporates:

- the Town's identified actions and deliverables over the next five years as it progresses its Strategic Community Plan;
- the Town's approach to measuring and assessing its performance;
- the key projects and strategies to be implemented by the Town;
- the Town's (financial) Sustainability Ratios

Consideration has been given to actions that will shape and inform the Town's service design, customer and civic engagement activities and therefore impact the Town's business requirements. In addition, key place management and urban planning activities and projects underway or planned identify opportunities that have the potential to enhance or complement the sites and locations contemplated in this project have also been considered. For example:

- The Town has committed to Prepare Station Precinct Plans for Carlisle & Oats Street in partnership with METRONET during 2021-2022;
- Deliver the Macmillan Precinct Masterplan during 2022;
- Update the Burswood Station East Planning Framework during 2021;

With implementation running concurrent to the Town's planning and consideration of its future accommodation needs, progress and outcomes from the actions contained in the Corporate Business Plan will provide increasing clarity and direction to the Town as it advances its consideration of its future accommodation requirements.

Due to the significant investment potential associated with the options being contemplated, consideration has been given to the Town's long term financial health and sustainability through assessment of the **Long-Term Financial Plan 2019-2033**. With a 15-year time horizon the Long-Term Financial Plan ensures the Town is well placed to understand its financial capacity and the impacts of based on the anticipated timeframes for any investment decision on the Town's future accommodation requirements.

The Long-Term Financial Plan suggests the Town is a in healthy and stable financial position, and over the next 5-10 years will:

- **Generate significant growth in reserve funds** – this will ensure the Town is well positioned to respond future obligations but also includes provision for the future investment in major capital investment opportunities with a current identified future fund investment reserve of $13 million. Overall reserve funds were utilised to offset the impacts of Covid during the 2020/21 budget process but current and future reserve levels remain strong.
- **Remove its debt obligations** – The Town is currently running low levels of debt and prior to Covid was aiming to clear all outstanding debt by 2026. With a number of repayment schedules for Ratepayers

and the Town delayed as part of the Covid response, the likely timeframe for full clearing of debt is likely to be extended.

- **Have in place significantly costed Asset Management plans** – The Town is well advanced in its asset management planning and forecasting of major replacement of non-Administrative Community Assets. While not specifically flagged, the Asset Investment Financial Planning identifies $35.1 million in funding for yet to be identified strategic projects – some of which may be able to be directed to replacement or upgrade of the Administrative Centre.
- **Fully accommodation workforce plan requirements** – The Town has aligned its current workforce planning considerations with its Long-Term Financial Plan. The Plan recognises an emphasis on improving workforce efficiency overtime, with a moderate increase in FTE costs but an overall reduction in the ratio of staff to population. With more than 25% of income spent on staffing costs, meeting this target is likely to be a strong focus for the Town.
- **Be moving towards financial sustainability** – the Town is generating healthy operating surpluses which are forecast to improve over time. This positions the Town well to maintain longer term financial viability.

The 2020/2021 Budget while affected by Covid 19 impacts, has delayed but not significantly changed those longer-term financial outcomes.

The Plan identifies population growth and the risk of boundary changes as two key risk factors which may have relevance to the location of future administrative, customer service and civic facilities.

Population growth will be largely driven by local and international property development investment. The nature of this investment is likely to be cyclical influencing population growth, increased demand for services, rates revenue (via both GRV increases and the number of rateable properties), and demand for infrastructure in different ways. With much of the anticipated population/dwelling growth in the Town planned for the Burswood peninsula there will be an increasing demand for services and interaction for new residents in this area which is somewhat removed from the traditional population and commercial centres of the Town.

The somewhat isolated location of new population on the Burswood Peninsula which is closely located and well connected to the City of Perth, poses the risk of boundary changes that may see this significant area of new population and revenue growth transferred to the City of Perth.

The Town is cognisant of these risks, including a Burswood option in consideration of this project and contemplating alternative flexible service delivery options to meet future community needs.

While noting these risks, the Long-Term Financial Plan and the Corporate Business Plan indicate that the Town of Victoria Park is in a solid financial position, is focused on planning for the future and is well placed to consider options to invest in upgraded or new accommodation providing contemporary office, customer service and civic facilities for staff, elected members and ratepayers.

# 3. Sites and locations

## 3.1 Overview

Sites and locations that have been considered, and subsequently incorporated into the accommodation models include:

- **99 Shepperton Road**, the current location of the Town's Administration and Civic facilities building.
- The **MacMillan precinct**, where the Town own or control a number of land parcels, and deliver library, recreation, and other community services. The Macmillan Precinct Concept Plan establishes a vision for the design of new facilities, enhancement of public parks and spaces, inclusion of new activities and uses, and options for funding and delivery.
- The **Aqualife site**, a Town controlled reserve which contains a public swimming pool and recreation facility; and
- **Burswood Reserve**, as an example of a site in proximity to the Burswood Peninsula and Burswood South, both of which are likely to experience considerable growth in future. There are a number of sites and opportunities for consideration of Administration facilities in the Burswood area, particularly Burswood South where the Town of Victoria Park own land. Other site options which could also be explored include: Charles Patterson Park which is owned by the Town, or Belmont Park where the Town does not own land, but could be an option via a partnership or alternative delivery arrangement.

The strategic direction for land use and development on and surrounding each location, and the attributes of these sites is provided in further detail to inform the development of the accommodation options and the MCA analysis.

## 3.2 Strategic land use direction

As a long-term project, the strategic direction of land use, population, community, economic and transport infrastructure is of primacy, and have been given stronger consideration, over existing zones and development control mechanisms which are likely to evolve during project investment timeframes.

A local planning strategy establishes the strategic direction for urban planning and development for 10 – 15 years. The Town released a **draft Local Planning Strategy** for advertising and stakeholder engagement during April 2021. Once finalised, the Local Planning Strategy will inform the preparation of a new Local Planning Scheme No. 2.

The draft LPS demonstrates how the Town can accommodate an additional 18,000 dwellings to meet State infill dwelling targets. The majority of growth will be directed to the community's preferred areas for density as identified by earlier community mapping exercise. This includes:

- Growth Areas, which are subject to approved plans which can accommodate 15,000 new dwellings – Burswood Peninsular, Burswood South, and Bentley Curtin Specialist Activity Centre.
- Precinct Planning Areas, which will be the subject to precinct plans over the next few years to accommodate 2,300 new dwellings – Albany Hwy, Carlisle Town Centre and Station Precinct, Oats Street Station Precinct, and
- Future Investigation Areas – which are smaller pockets where there is the potential for dwelling growth and change, but require further engagement and planning.

**Figure 3** shows these locations, together with the Town's series of neighbourhood precincts for the purposes of future planning and development. Of particular interest to this project are Precincts 1, 2, 6 and 10 which are further described in **Figure 4**.

As part of the **METRONET Inner Armadale Line Level Crossing Removal Program,** two Alliances have been shortlisted to prepare more detailed designs and a construction program for the Mint Street, Oats Street and Welshpool Road level crossing removals via an elevated rail solution. This represents both a significant transport infrastructure investment and a significant change of the urban environment around these stations over the next five years of project delivery.

*Figure 3: Town of Vic Park draft LPS map and precinct boundaries*

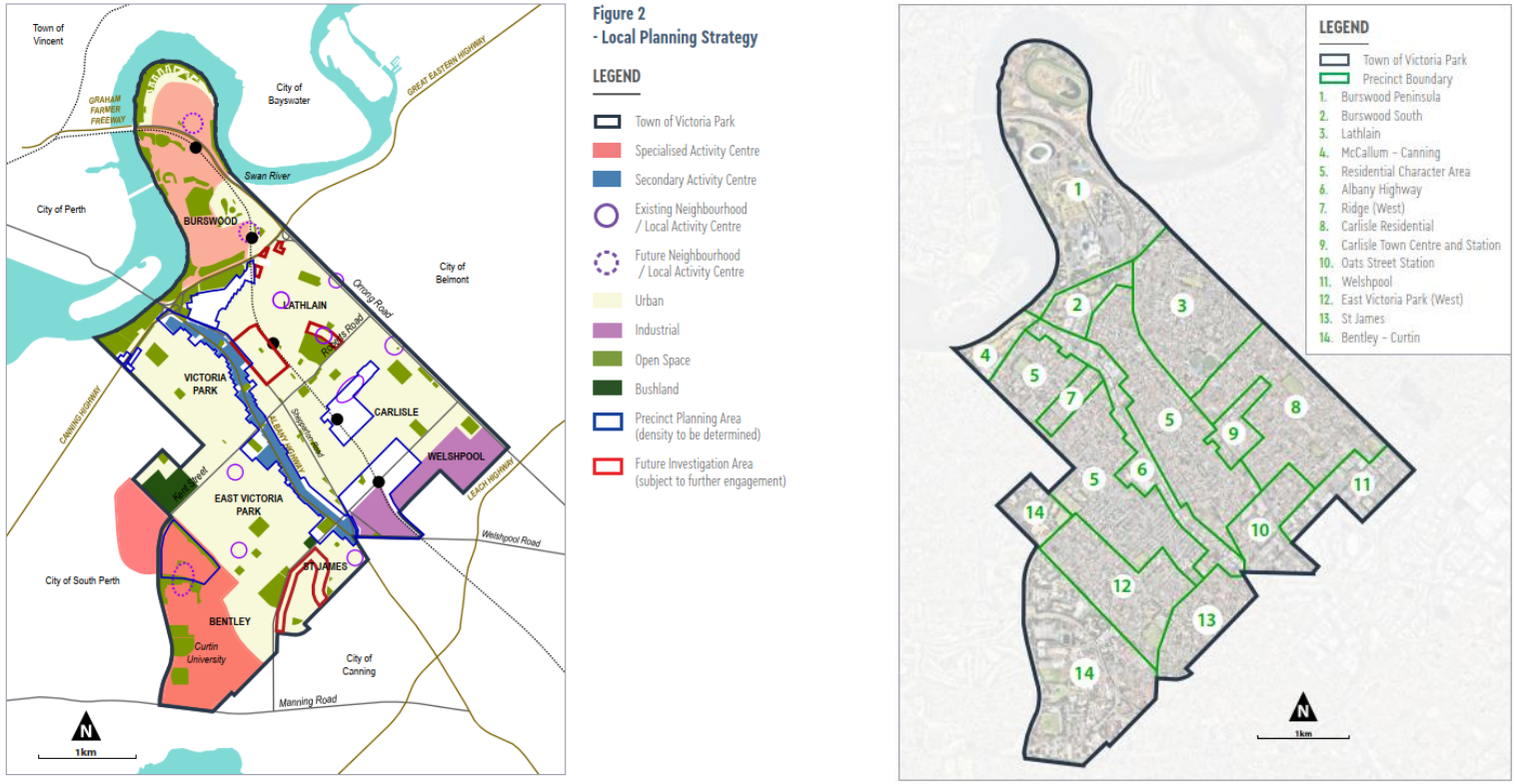


*Figure 4: Town of Vic Park precincts 1, 2, 6 & 10*




**PRECINCT 1 – BURSWOOD PENINISULA**

Current planning provides for 12,500 dwellings (20,000 residents) 63,000sqm retail floorspace, 255,000sqm office space (incl The Springs in the City of Belmont).

LPS objectives are for a regional destination with world class visitor activities and accommodation, mixed use urban neighbourhoods, and coordinated planning and delivery of infrastructure.

LPS Actions are for a review the Burswood District Structure Plan, a reclassification under SPP 4.2 to a Specialised Activity Centre, and consideration for a future primary school.




**PRECINCT 2 – BURSWOOD SOUTH**

Current planning provides for 1,150 dwellings and 87,000 sqm commercial/office space.

LPS objectives are for a mixed, diverse business and high density residential; distinctive urban character, and high-quality main street and public realm.

LPS Actions including recognising the area as a Precinct Planning Area and review strategic planning, including identifying a suitable activity centre designation under SPP 4.2.



**PRECINCT 6 – ALBANY HWY**

Extends for 3.8 km with three main street nodes at Victoria Park, East Victoria Park and St James, with strips of commercial and residential development between. Currently the precinct accommodates 197,000 sqm commercial floorspace and 1,500 dwellings, with considerable redevelopment opportunities.

LPS objectives are to encourage diverse business, community and high density living; ensure quality pedestrian environments; and a network of green spaces.
LPS Actions include a n Albany Hwy Precinct Structure Plan, and designation as a Secondary Activity Centre under SPP4.2.




**PRECINCT 10 – OATS STREET STATION PRECINCT**

Oats Street Station is identified as a Station Precinct with potential for intensification of development, linked to intended removal of the at grade rail crossing and new station.

LPS objectives are to maximise higher density residential and mixed- use development close to the station; ensure an appropriate transition in built form and scale to surrounding area; and address gaps in the provision of Public Open Space.

LPS Actions include designation as a Precinct Planning Area. Also investigating the long-term future of Industrial land (west of the railway) and opportunities for higher density following sufficient progress on rail infrastructure changes.

## 3.3 Site analysis

**Table 1 - Table 3** consider relevant features and attributes of the sites under consideration, including size, current use and features, adjacent uses and ownership, accessibility, current land use permissibility, as well as the pattern of future uses, as summarised in **Figure 7.**

*Table 1. Site analysis, 99 Shepperton Road*

| 99 Shepperton Road | |
|---|---|
| **Site Address** | 99 Shepperton Road |
| **Size** | 2 392 sqm |
| **Current uses and features** | Town of Victoria Park Administration and Council Offices<br>Elevated site with good exposure, and high existing amenity in the surrounding area, particularly large established trees and gardens, and food and beverage choices.<br>Considered the historic 'heart' of the Town. |
| **Adjacent uses and land ownership** | 10-14 Harvey Street (car park and established trees) to the northwest of the site. Owned by Council.<br>1 Harper Street ('Digital Hub,' currently used for overflow administration functions). Owned by Council.<br>3 Harper Street (tyre dealership and workshop). The Town has sought to purchase this site in the past.<br>Memorial Gardens - 298 Albany Hwy. Municipal Heritage Site (Memorial Gardens VP19).<br>Established trees and public park offering amenity and outlook for surrounding sites.<br>314 Albany Hwy. Municipal Heritage Site (Broken Hill Hotel VP2)<br>300 Albany Hwy, office and commercial building and at grade parking to the rear. |
| **Transport and accessibility** | 740m from Causeway Bus Interchange<br>Shepperton Road is a Primary Distributor; Albany Hwy is a District Distributor B both are high frequency bus routes.<br>650m from Victoria Park Train Station. |
| **Current zoning and land use considerations** | Zoned Commercial<br>Within the Albany Hwy Precinct<br>Subject to Albany Hwy Precinct Plan P11 |
| **Local Planning Strategy (draft)** | Within Precinct Planning Area 6 (Albany Hwy), and one of three town centre nodes - the Victoria Park Town Centre.<br>Objectives<br>• AH.1 To encourage the development of a wide diversity of business and community activity, employment opportunities and high density living in appropriate places.<br>• AH.2 To ensure development contributes to high quality, safe and convenient pedestrian environment, through active frontages and building design that responds to the desired character of places.<br>• AH.3 To create and enhance a cohesive landscape theme and network of green spaces that contribute to the Town's urban forest and diversity of public spaces and activities.<br>Actions<br>• Albany Hwy Precinct Structure Plan to be developed within 1-2 years<br>• Albany Hwy Precinct to be designated as a Secondary Activity Centre under SPP4.2 |

*Table 2. Site analysis, MacMillan precinct*

| MacMillan Precinct | |
|---|---|
| **Site Addresses** | Land bound by Albany Hwy, Kent, Gloucester, and Sussex Streets |
| **Size** | 66 582 sqm (precinct) |
| **Current uses and features** | Substantial long term community facilities within the precinct.<br>• Town library (only one)<br>• Recreation centre with dry courts, gym, group fitness spaces, community meeting and facility rooms<br>• Park with recent public realm improvements on eastern edge - playground, half-court basketball, public art.<br>• Community Arts Centre<br>• Bowls Club<br>• Not for-profit child-care centre |
| **Adjacent uses and land ownership** | 6-8 Kent Street (currently used for Ranger Services)<br>707-709 Albany Hwy (car yard). Owned by Council.<br>Commercial land fronting Albany Hwy with redevelopment and activation potential.<br>Hawaiian Shopping Centre |
| **Transport and accessibility** | Albany Hwy is a District Distributor B, and high frequency bus route<br>1155m from Carlisle Train Station<br>1971m from Causeway Bus Interchange |
| **Current zoning and land use considerations** | Zoned Commercial, Parks and Recreation, Public Purpose (Civic Use)<br>*Adjacent to District Commercial Centre.*<br>Within the Albany Hwy Precinct, subject to Albany Hwy Precinct Plan P11 |
| **Local Planning Strategy (draft)** | Within Precinct Planning Area 6 (Albany Hwy), and one of three town centre nodes – the East Victoria Park Town Centre.<br>Objectives<br>• AH.1 To encourage the development of a wide diversity of business and community activity, employment opportunities and high density living in appropriate places.<br>• AH.2 To ensure development contributes to high quality, safe and convenient pedestrian environment, through active frontages and building design that responds to the desired character of places.<br>• AH.3 To create and enhance a cohesive landscape theme and network of green spaces that contribute to the Town's urban forest and diversity of public spaces and activities.<br>Actions<br>• Albany Hwy Precinct Structure Plan to be developed within 1-2 years<br>• Albany Hwy Precinct to be designated as a Secondary Activity Centre under SPP4.2 |
| **MacMillan Precinct redevelopment** | The precinct is the subject of recent concept planning that provides for reconfiguration, redevelopment and overall growth of community and public spaces throughout the precinct; and connectivity through to Albany Hwy via laneways.<br>The MacMillan Precinct Concept Plan establishes overall design principles and desired outcomes for the design of new facilities, enhancement of public parks and spaces, inclusion of new activities and uses, and options for funding and delivery. It is a preliminary working document, with additional consultation and detailed investigation required to confirm final plans. |

*Figure 5: MacMillan precinct images, incl Ranger and Parking facilities*













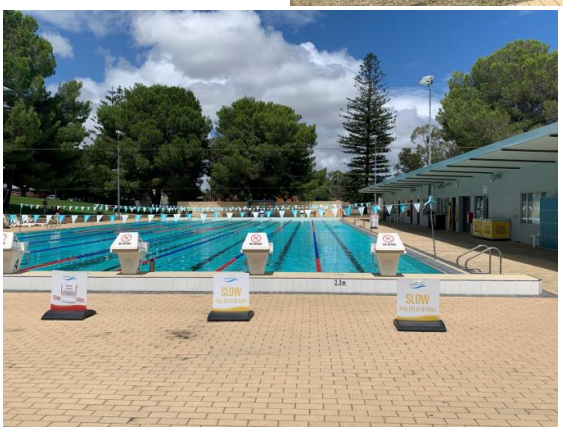



*Table 3. Site analysis, Aqualife*

| Aqualife | |
|---|---|
| **Site Address** | Lot 311 (42) Somerset Street |
| **Size** | 28 572sqm |
| **Current uses and features** | Aqualife recreation facility, including<br>• Public swimming pool, gym, group fitness spaces, creche, parking and associated facilities<br>• Substantial open space both within and surrounding the Aqualife complex. |
| **Adjacent uses and land ownership** | TAFE<br>Western Power Substation<br>Residential |
| **Transport and accessibility** | Shepperton Road is a Primary Distributor road and high frequency bus route.<br>350m to Oats Street Train Station; which includes Circle Route bus. |
| **Current zoning and land use considerations** | Parks and Recreation Reserve<br>Within the Shepperton Hwy Precinct<br>Subject to Shepperton Precinct Plan P10 |
| **Local Planning Strategy (draft)** | Within Precinct Planning Area 10 (Oats Street Station Precinct), with future density to be determined by un updated Albany Hwy Precinct Plan to be prepared over the next 1-2 years. |
| **Other** | Elevated rail / station at Oats Street |

*Figure 6: Aqualife site images, incl. existing recreation centre facilities*





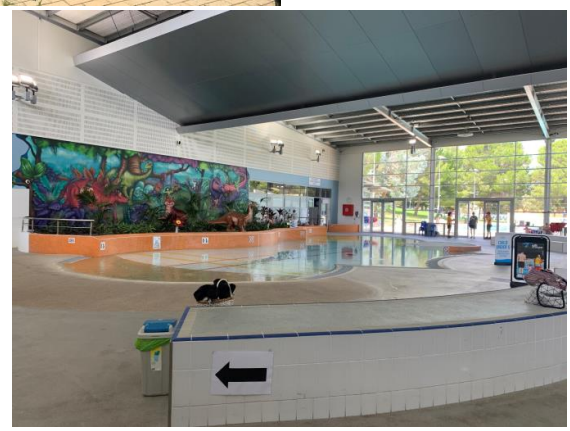



*Table 4. Site analysis, Burswood reserve*

| Burswood Reserve | |
|---|---|
| **Site Address** | 178 Burswood Road |
| **Size** | 3 248sqm (area outside MRS Reserve, 1,797sqm) |
| **Current uses and features** | Treed open space |
| **Adjacent uses and land ownership** | G O Edwards Park<br>Elevated rail<br>Private commercial building<br>Burswood Station and Crown Works Depot, over Great Eastern Highway. |
| **Transport and accessibility** | Great Eastern Highway is a Primary Distributor road and high frequency bus route.<br>300m to Burswood Train Station |
| **Current zoning and land use considerations** | Parks and Recreation Reserve (MRS)<br>Office/Residential<br>Within the Causeway Precinct<br>Subject to Causeway Precinct P3 |
| **Local Planning Strategy (draft)** | Within Precinct Planning Area 2 (Burswood South), with planning providing for 1,150 dwellings and 87,000 sqm commercial/office space, noting that little a review of strategies planning has been identified to achieve desired planning outcomes. |
| **Other** | Adjacent to Burswood Peninsula, which is expected to be the location for substantial residential and commercial growth of 12,500 dwellings (20000 residents), 63,000sqm retail floorspace, 255,000sqm office space (incl The Springs in the City of Belmont). |

*Figure 7: Summary of site attributes and opportunities*

**99 Shepperton Road**




- *VP Town Centre; Albany Hwy Precinct*
- *LPS objectives - diverse business, community, employment, high density residential*
- *Commercial zone; 2 392 sqm*
- *Opportunity to integrate with adjacent sites*
- *650m to train; high frequency bus*

**MacMillan Precinct**




- *EVP Town Centre; Albany Hwy Precinct*
- *LPS objectives - diverse business, community, employment, high density residential*
- *Commercial zone; P&R; Public Purpose (Civic)*
- *66 582 sqm*
- *Substantial long term community facilities, with potential to grow with redevelopment*
- *1100m to train; high frequency bus*

**Aqualife site**




- *Oats Street Station Precinct*
- *LPS objectives – higher density residential and mixed use near station; transition to surrounding area*
- *P&R Reserve, 28 572 sqm*
- *Established community recreation facilities, underutilised site areas.*
- *Future elevated rail/ station*
- *350m to train; high frequency bus, circle route*

**Burswood Reserve**




- *Burswood South Precinct*
- *LPS objectives – diverse business and high density residential*
- *P&R, Office/Residential 3 248 sqm*
- *Planning for >13,000 dwellings, plus substantial commercial/office and retail growth in Burswood Peninsula and Burswood South*
- *300 m to train; high frequency bus*

## 3.4 Current Premise: 99 Shepperton Road buildings and facilities

### Building layout and use

The Town has delivered its administrative, civic and customer service functions from premises at 99 Shepperton Road since its formation in 1994. Formerly an office space for a mining company, the two-level office building with basement parking and storage, front visitor and rear staff parking was constructed in 1985, and has a floor area of 2,695 $m^2$. A series of building modifications have occurred over a number of years to 'retrofit' the space to meet organisational need and business functionality.

As part of the context analysis for this project, a site visit was conducted in February 2021. Observations from this visit are contained in **APPENDIX A**.

### Building condition

A building condition assessment by NS Projects in 2019[1] has identified that:

- Physically, the buildings are within 40-45% of their useful life, and requiring an asset renewal plan.
- Functionally, the meeting spaces, council chambers, parking and other spaces do not fully meet the needs of the Town.
- The Town should consider alternative sites to base their administration functions - either currently held or purchased – or consider redevelopment of the existing site, and that
- In the interim, maintaining the Administration Building in line with the identified renewal programme will benefit the Town in the short term, and enable a more saleable asset in the long term.

The building's capital value has been assessed as $8.1 million, including a gross replacement cost of $3.1 million and residual structural value of $5 million. From visual assessment, 50% of the building (by value) has been determined to be in moderate condition, and 11% (by value) in poor or very poor condition.

The Town has adopted an asset standard whereby no component is to be in 'very poor' condition, and anything in 'poorer' condition should be reviewed. This has driven a forecast expenditure requirement of $2.8 million for renewal/replacements over the next 15 years, of which 28% relate to interior finishes, and 36% to service components. This includes general maintenance defects and maintenance issues; items in 'poorer' and 'poor' condition.

### Strategic Asset Review

A Strategic asset review was also conducted by NS Projects in 2019[2] based on: accessibility, safety, functionality/fit for purpose, usage, and modernisation. Key points are summarised below:

**Accessibility**

- Prominent elevated location along Shepperton Road.
- Parking is inclusive of visitor, lower level and rear staff parking.
- Existing lift is becoming obsolete (requires a motor room at basement level). Does not include sensors for recognition of wheel chairs, or floor voice activation.
- Internal stairs are non-compliant. Deficiencies include length of handrail, stair back and edging.

[1] Administration Building – Building condition assessment and strategic asset review, April 2019 (NS Group)
[2] Administration Building – Building condition assessment and strategic asset review, April 2019 (NS Group)

- Ground floor UAT is too small and has a swing door.
- Cluttered main floor area with non-ergonomic workstations. tor parking. Rear staff parking well utilized. Limited capacity for growth.

**Safety**

- Additional CCTV coverage suggested to building externality.
- No meeting or screening areas to public reception observed.

**Functionality / fit for purpose**

- The building is generally able to service the needs of the Town, however the layout doesn't accommodate future staff employment or growing workforce.
- The building is circa 1985, originally constructed to accommodate an engineering/mining organisation. Extensions to the rear (northern side) circa 2006 provided additional office and main floor space, as well as additional storage and parking at lower ground level.
- Council Chambers and lobby area space is limited, affecting public gallery capacity.
- Common meeting areas are limited.
- End of trip facilities, male and female change areas and unisex toilet, are small and poorly designed. The change room facilities are not likely to entice staff to cycle to work.

**Usage**

- Approximately 114 work stations, inclusive of 14 individual offices, two large general office areas, and general office areas with a combined 84 work stations (including reception area).

**Modernisation**

- Consideration was being given to modernising workspaces to align with activity-based working (hot or stand-up desks, staff able to work in a variety of different spaces/environments). High-level concepts were in development, including updating systems and process to evolve to a paperless environment.

# 4. Service design

## 4.1 Customer service

Consistent with the Strategic Community Plan, the Town is in the process of transforming the way it engages with customers - moving from transactional service delivery to a more engaging and relational approach that enhances customer experience and confidence in the service and information provided.

The current development of a **Customer Service Strategy** will outline the Town's future direction and approach. It follows an internal **Customer Service Operational Review** in 2020 which identified that the Town's Customer Service functions were operating at the "emerging learning" level of maturity. The Review identified that customer service delivered across the Town was at a "*reasonably serviceable level, but there are gaps and inconsistencies, with room for improvement in a number of key areas"*. Further, that the current customer service model is transactional (service requests management) rather than customer-centric, lacking in focus, strategic direction and coordination.

The Review highlights the ongoing evolution of approaches to customer management occurring a business with a move from simple transactional customer service activities to a more holistic Customer Experience Management approach.




In future, the nature of the customer service responses will be shaped, informed and to an increasing degree determined by the ways in which customers elect to interact.

The Review highlights the range of customer interactions across generations to identify the need for continued evolution in the ways in which the Town will delivers its customer service engagements. The embrace of "Next Gen" digital technologies with increased use of self service, Artificial Intelligence and Omni Channels will create opportunities transform the customer experience with seamless and cost-efficient service delivery.

Recognising the trend in growth of digital, online and technology-based customer interactions, the Review flags key influences, limitations and considerations that should inform the Town's future customer service models and the associated human and technology infrastructure. The Review recommends a number of internal enhancements and initiatives aimed to improve the clarity and maturity of the Town's customer service approach. These include a focus on defining a vision for the customer experience, leveraging cultural

change through digital transformation, ensuring the ICT enables the shifts in digital customer experience, the development and management of a Customer Service Strategy.

While the specific business requirements of the proposed Customer Service Strategy are as yet unknown, the themes and directions required to deliver enhanced customer service experience with more individualised engagement, more open movement and flexible customer service space, and a longer-term reduction in transactional activity have been used to frame customer service design priorities and floorspace considerations.

## 4.2 Workforce planning

### Workforce

*"The Town's workforce is the most important asset we have. It is critical the workforce is competent, engaged and highly productive"*

Consideration has been given to the size, preferences and attitudes of the Town's current and anticipated workforce.

The Town of Victoria Park **Workforce Plan 2020-2035** sets out anticipated workforce requirements for 2020-2035, likely workplace trends and the Town's approach to sustaining employee engagement and satisfaction. It aligns with the Town's **Corporate Business Plan 2017-2022**, and intended population growth and corresponding increasing demand for local government services. The Town's population is expected to grow from 36,900 in 2020 to 55,000 in 2036.

**WORKFORCE SNAPSHOT, July 2020**

| | |
|---|---|
| permanent employees | 216 |
| full time | 158 |
| part time | 58 |
| casual employees | 189 |
| gender | 56% F / 44% M |
| age (incl casuals) | |
| 41 - 50 yrs | 19.7% |
| > 51 yrs | 26.8% |
| age (excl casuals) | |
| 51 – 60 yrs | 32.8% |
| > 61 | 17% |
| tenure | |
| permanent | 45% |
| fixed term contract | 8.1% |
| casual | 46.5% |
| length of service | |
| 54.4% < 5 yrs > 45.3% | |

### Organisational structure

Currently, the Town's organisational structure comprises four functional areas with an endorsed establishment of 213 FTE[3] as of July 2020. From an industry perspective the FTE's per 1000 residents was 5.7 FTE in 2019[4] which is slightly higher than the industry average.

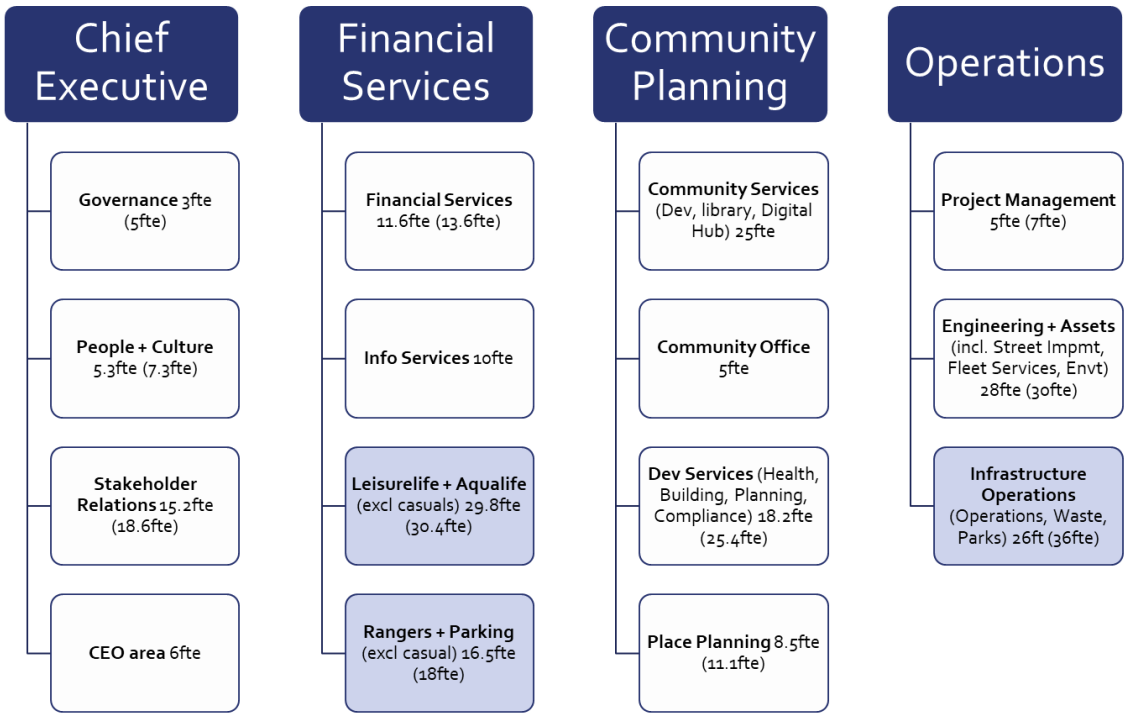
As part of the **Workforce Plan** the Town has undertaken a forecast projection of future staffing numbers out to 2035 taking into account current and future service requirements, future gaps and surpluses in the work force, diversity statistics, population demographics, turnover rates and causes, and employee-opinion survey results. The Town's vision, values and strategic goals were also considered. Based on this assessment, the **Workforce Plan** suggests modest growth of around 0.5% FTE per annum, resulting in an anticipated increase in staffing

[3] FTE (full time equivalent) refers to the number of established positions, rather than a headcount of individual employees.
[4] The average for medium metropolitan councils in Western Australia is 5.2 FTE per 1000 residents.

levels from the current 213 FTE to approximately 249 FTE in 2035. Given anticipated population growth this would bring staff numbers in line with or slightly better than industry average.

The structure, number and distribution of current and forecast positions across the Town is outlined in **Figure 8.** Notably, there is limited anticipated growth in staff numbers in functional areas involved delivering administrative, customer service and civic activities.

*Figure 8: Town of Vic Park organisational structure (and areas of growth)*




To ensure the future accommodation adequately caters for its long-term business requirements, the anticipated growth in staff numbers and their allocation across service areas have been used to inform the office accommodation, floorspace and facility assumptions across the various accommodation models assessed via the MCA.

## Workplace Satisfaction

The Workforce Plan and the Strategic Community Plan outlines the Town's commitment to attracting and retaining "industry leading employees". The Workforce Plan anticipates shifts in the workforce, emerging trends in workplace practice and likely shifts in preferences and attitudes to employment by future employees.

Over the life of the Workforce Plan, a shift in workforce demographics and generational change will occur. The Town has a mixed employee demographic as shown in **Table 5**. However, over the next 5 to 10 years, with the Baby Boomer generation exiting the workforce, the Town is likely to focus on retaining younger staff and new employees to reduce staff turnover and support the transition of older employees into phased retirement.

*Table 5. Workforce demographic, 2020*

| Town of Victoria Park workforce demographics 2020 | |
|---|---|
| Baby Boomer | 28% |
| Gen X | 33% |
| Gen Y | 37% |
| Gen Z | 2% |

| | |
|---|---|
| Male | 47% |
| Female | 53% |

| | |
|---|---|
| Female Manager and above | 28% |
| Male Manager and above | 72% |

This changing demographic is likely to result in shifts in preferences and attitudes to workplace design and functionality, and access, locational amenity and transport preferences. Emerging trends indicate that Gen Y and Z employees have a stronger focus on work life balance, increased career transition and diversity. This suggests stronger emphasis will be placed on the whole of package offering where issues of location, accessibility, the standard of workplace facilities and the level of surrounding amenity are likely to be strong influences in attracting and retaining this group.

Reflecting current industry trends, the Town has implemented strategies to increase workplace flexibility, job satisfaction and support employees to pursue career path opportunities and meet family/lifestyle needs including phased retirement options; flexible work arrangements; training and study assistance; and acting/secondment opportunities. Building on these efforts and enhanced by responses to Covid 19, current workforce trends are likely to see further expansion of flexible work arrangements including potential offsite or outreach working, more regular work from home, and increased part time or mixed employment arrangements to accommodate transition to retirement, family responsibilities and/or training and study opportunities.

## 4.3 Asset utilisation

The Town holds significant reserve and freehold land, and built property assets. This property portfolio enables a range of services including administration, customer services, civic, sport and recreation, community activities, health and education.

The **Property Asset Management Plan** (PAMP) was prepared in 2016 and updated in 2018. It is the principal document for the operations and management of the Town's property assets. The PAMP guides management of the Town's property assets and facilities in a manner consistent with strategic objectives and to meet agreed service levels (quality and performance standards). There is a strong emphasis on sustaining the lifecycle of assets to optimise asset utilisation, longevity, and efficient maintenance.

The PAMP provides a framework for guiding long term asset management decisions and identifies activities required to facilitate key asset decisions through the application of four lifecycle strategies - Operations and Maintenance, Renewal, Upgrade/New and Disposal.

While providing a framework for guiding the Town's approach to property asset management, detailed analysis and assessment of options on individual proposals and decisions for individual asset decisions are informed by, but rest outside of the PAMP.

The **Land Asset Optimisations Strategy** (LAOS) was developed in 2013 when Hester Property Solutions completed an independent assessment of approximately 512 properties comprising both vested reserves and freehold parcels. Hester Property Solutions found that the Town's property portfolio provides opportunities to deliver immediate-, medium- and long-term benefits to the Town and its community.

The LAOS identified opportunities to realise significant financial, strategic and development outcomes from the rationalisation, development or redevelopment of property assets and to support long term financial sustainability. In addition to smaller scale opportunities to rationalise land through sale to adjoining landowners or the general market, the LAOS identifies a number of highly strategic assets in freehold title whose zoning (or proposed rezoning) suggests a very high asset value. These assets provide the opportunity to both deliver major redevelopment and place management outcomes and significant revenue streams through leasing, joint venture or other partnership opportunities.

These opportunities provide the potential for the Town to become a major property developer within the district, creating property assets, developments and equity in major projects that will provide high levels of return whilst enabling the Town to retain ownership of its most strategic assets for the future. However, in order to realise the full value of its assets, the LAOS challenged the Town to determine the role it wished to play in the redevelopment and regeneration of many of these areas and how it will use its property holdings to catalyse this development activity and provide other community benefits.

## 4.4 Covid-19

The Covid-19 global pandemic has delivered a dramatically different operating environment into every aspect of the community and shifted organisational and community priorities, available resources, and revenue streams at its height, and to varying degrees since. The Town's response to Covid-19 has been multifaceted, reflecting the Town's role as an employer, a service delivery organisation, and a civic and community organisation.

As an employer, the Town has sought to accommodate its workforce and ensure a safe environment for staff and contractors. Much of the workplace flexibility put in place at the height of the pandemic such as working from home where roles permit, has continued albeit by choice rather than requirement. Work from home arrangements for at least some of the working week has, at least for now, become embedded in some team behaviours where roles enable this option.

As a service delivery organisation, the Town has been required to make adjustments to the way it engages with the community across the many and varied community and customer service facilities and functions it performs. Operationally this has meant the need for a highly agile, highly communicative business model. Again, and in line with general trends in this space, some behaviours including more choice and capacity for digital interactions, have become fairly common place.

As a civic organisation, the Town has sought to understand the impact of Covid-19 on its community and actioned a range of initiatives aimed at supporting the social and economic wellbeing of the ratepayer and resident communities. This has included business and community grants,

Covid-19 has disrupted and challenged a number of traditional assumptions upon which long term strategy might traditionally be based, influencing the working patterns of staff, as well as the movement and access patterns of the Town's customers and community.

The Town's **Covid-19 Action Plan and Strategy** is a dynamic document that sets out actions and projects to be implemented to achieve the Covid-19 Response Strategy. The Town also commissioned an **Impact and Opportunities Assessment for the Town of Vic Park** by FAR lane in November 2020 to consider the impacts and opportunities arising from Covid-19, how the community have been impacted, and the role for the Town. The report included engagement with 22 local businesses, 3 community and business groups, and Town staff.

Covid experiences across businesses and the community were mix depending upon resident characterises and industry make up. The Burswood Peninsula was most impacted by a decline in arts and recreation output and employment. Burswood Peninsula, Burswood South and Victoria Park all experienced construction industry impacts, while Burswood South, Bentley and Victoria Park were impacted primarily in terms of accommodation and food services.

Footfall and transaction data show a return to pre COVID levels, and while local sales and expenditure took a hit in early 2020, by November, they had returned to, or exceeded pre-Covid levels. The following opportunities were identified by the FAR Lane Report:

- Planning approach to embrace a "new normal" – do things differently and better, and be prepared for future events and future waves
- Better communication between the Town and local business
- Formal business networks would be helpful, and
- Activate to reduce impacts from future external shocks – densities, place activation, public realm enhancements.

# 5. Multi-criteria analysis inputs and assumptions

## 5.1 Engagement with staff and Elected Members

Given this is an early step in a longer-term decision process, consultation and engagement has be targeted, and kept at a high level. **Table 6** provides an overview of engagements have occurred through the course of the project, including the purpose, key matters, and timing of each.

*Table 6. Engagement activities*

| Activity | Purpose | Discussion points | Date |
|---|---|---|---|
| **Meeting with Executive** | Discussion of project variables and MCA inputs. Focused on the relationship between facilities and workforce and service delivery priorities. | • Future direction of service delivery<br>• Building requirements and inclusions<br>• Site considerations<br>• Ownership structures and building delivery models<br>• Transport and accessibility | 22 Feb 2021 |
| **Snap Poll, Staff** | Views and attitudes to their workplace environment to inform the assessment. | • Distribution via ToVP intranet<br>• 36 site visits, 30 responses<br>• Refer to results in **Figure 9 -Figure 12.** | 26Feb - 5Mar |
| **Snap Poll, Elected Members** | Views and attitudes to the relationship between facilities and the Town's civic functionality. | • Distribution via Elected Member Hub.<br>• 9 responses, with 1 duplicate<br>• Refer to results in **Figure 13**. | 24Feb – 5Mar |
| **Meeting with Managers** | Discussion of key project variables and assumptions, including working draft MCA inputs. | • Site analysis and service design understanding<br>• Staff and Elected Member values and priorities (via snap poll results)<br>• Comments on the draft workforce principles, accommodation models, assessment criteria | 11 Mar 2021 |
| **Workshop 1, with Project Team** | Validate and agree MCA inputs, including workforce principles, accommodation models, assessment criteria. | Refinement of:<br>• Workplace requirements and baseline assumptions<br>• Accommodation options<br>• Criteria and assessment methodologies, weightings and rankings | 23 Mar 2021 |
| **Workshop 2, with Project Team** | MCA assessment and scoring | • Workshopped assessment and resulting scored by criteria and option. | 13 Apr 2021 |
| **Elected Member Concept Forum** | Inform and receive feedback on process and draft MCA assessment. | • Context analysis<br>• MCA inputs and underlying assumptions<br>• MCA assessment process | 27 Apr 2021 |

**Meetings with Executives, Managers, and the Project Team** provided important insight into ways of working now, and in future, and the relationship between organisational structures and the Town's strategic direction. Matters arising from these discussions which have helped to inform development of the MCA inputs are:

Future Service Directions:

- In future, the Town expect less face-to-face transactions, and a greater emphasis on developing and maintaining relationships with community and stakeholders. Leveraging its digital strategy, technology and shifts in customer preferences, a greater proportion of transactions can be expected to occur on-line.

Building requirements and inclusions:

- In the event that Town was to invest substantially in a new administration, civic and/or customer service facility, consideration should be given to a multiuser facility, enabling local business and community uses and users some access to spaces created. This would facilitate social and economic outcomes from the investment beyond the administration of the Town, as well as assist to develop important relationships. This could take the form of either (or both) bookable and lettable space.
- Ensuring future accommodation requirements achieve an appropriate standard of environmental sustainability outcomes should be a priority.
- Council Chambers reflect an important decision-making chamber within local communities and an appropriate facility is a necessity for Local Governments. However, given these facilities have limited (once a month) use, there may be benefit in an adaptable and flexible design that could enable alternative uses also.

Site and location considerations:

- With respect to the level of colocation / dispersal of services, there was a relatively limited appetite for disaggregation of civic, administration and customer service functions, although an acknowledgement that this model could be tested.
- The significant increases in population growth anticipated on the Burswood Peninsula requires both service design and engagement consideration, given the intense nature of the development, likely resident cohorts, proximity to the railway line and CBD, as well as a lack of obvious physical, transport and identity connections to the Town. For example, flexible or decentralised service arrangements possibly through the use of satellite facilities and regular outplacement work arrangements for Administrative or Customer service staff.
- The Town's workforce offers viability for local business and area activation via small scale purchase of food and beverage, and use of locations for meetings.
- A willingness to consider a range of financial and delivery structures, including owning and building, leasing, partnering or joint ventures. It is likely that the Town's preference may be to own the building, they remain open to exploring and understanding alternatives.
- The future of the Town of Victoria Park public transport network is likely to evolve over time and while Metronet is a strong current focus, it should not be the exclusive public transport consideration. Bus routes through and across the Town are likely to continue to provide important transport connections.

**The Staff and Elected Member Snap Polls** provided insight into relevant values and priorities of these two important stakeholder groups. Snap poll results are provided in the graphs in **Figure 9 - Figure 13**.

*Figure 9: Staff snap poll views on the Town of Vic Park administration building*

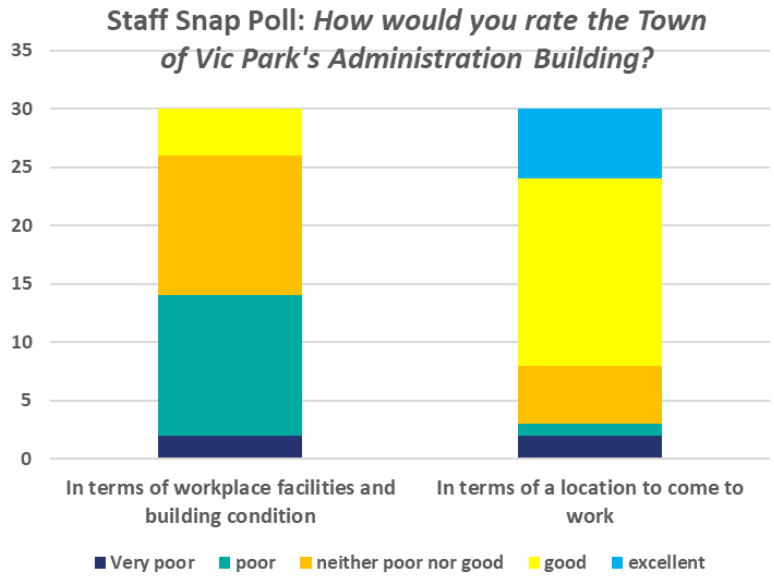



*Figure 10: Staff snap poll views on ways of working, and areas of most change*

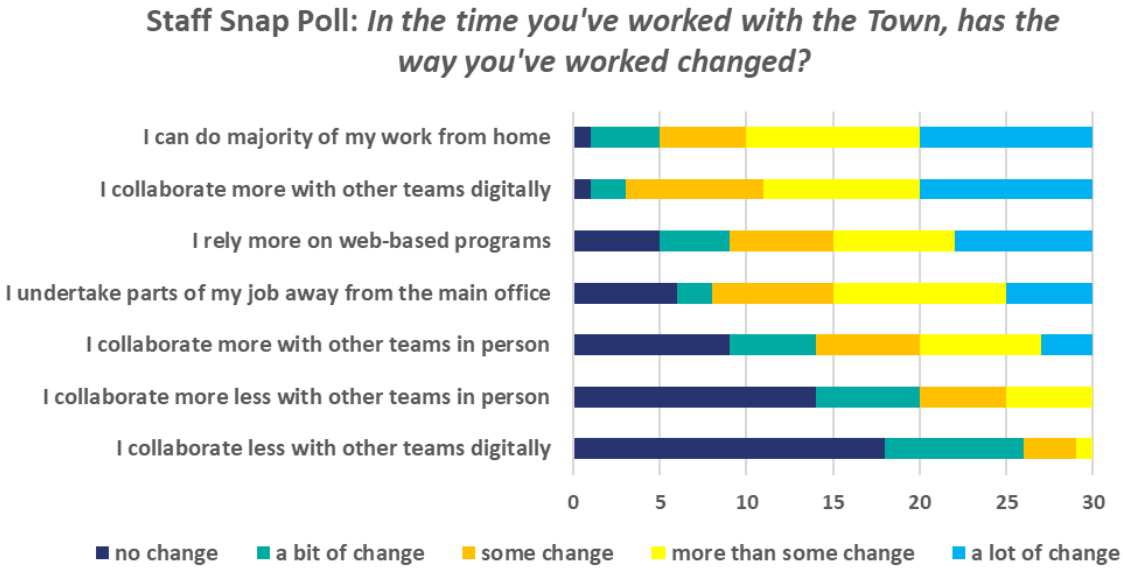


*Figure 11: Staff snap poll views on what might be important to staff in the future*

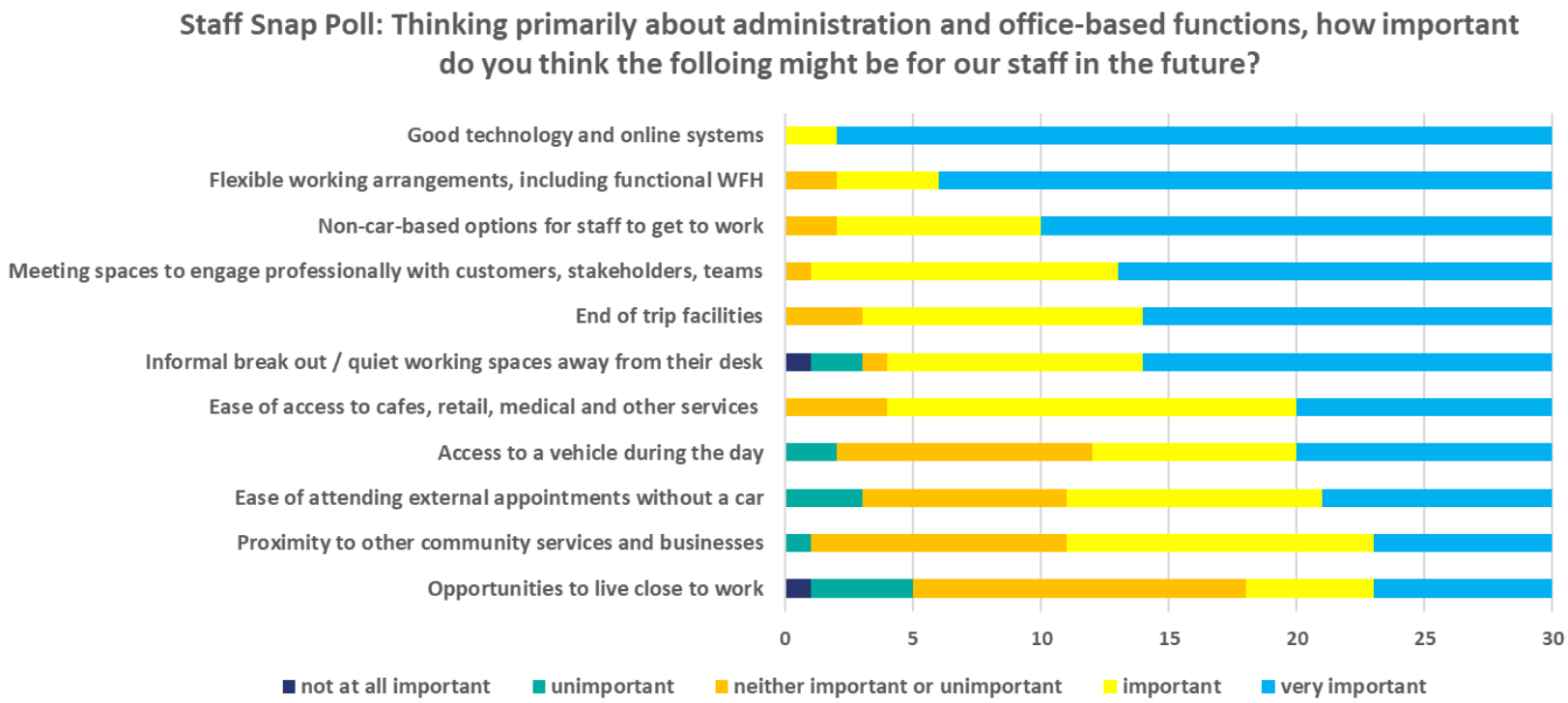


*Figure 12: Staff snap poll views on what might be important for customers and stakeholders in the future*

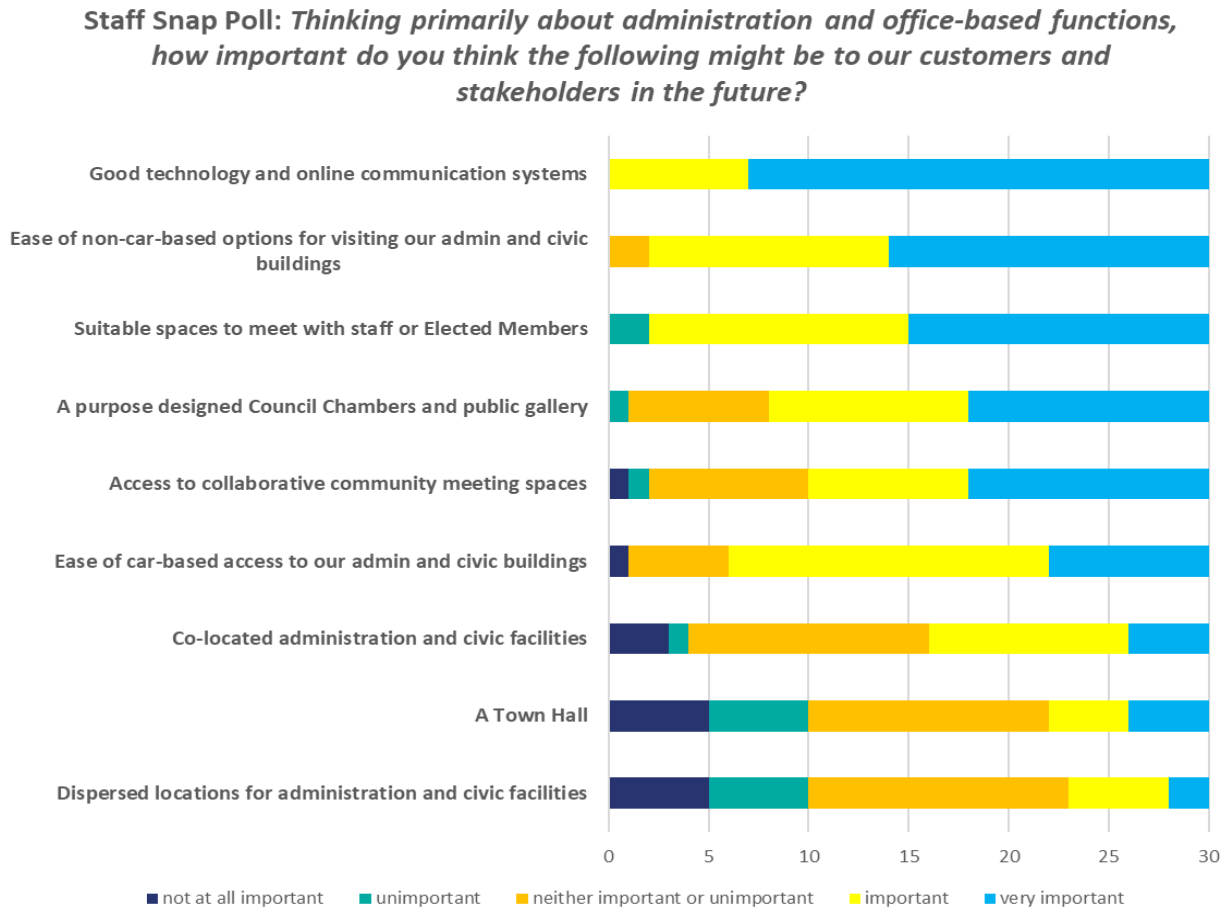
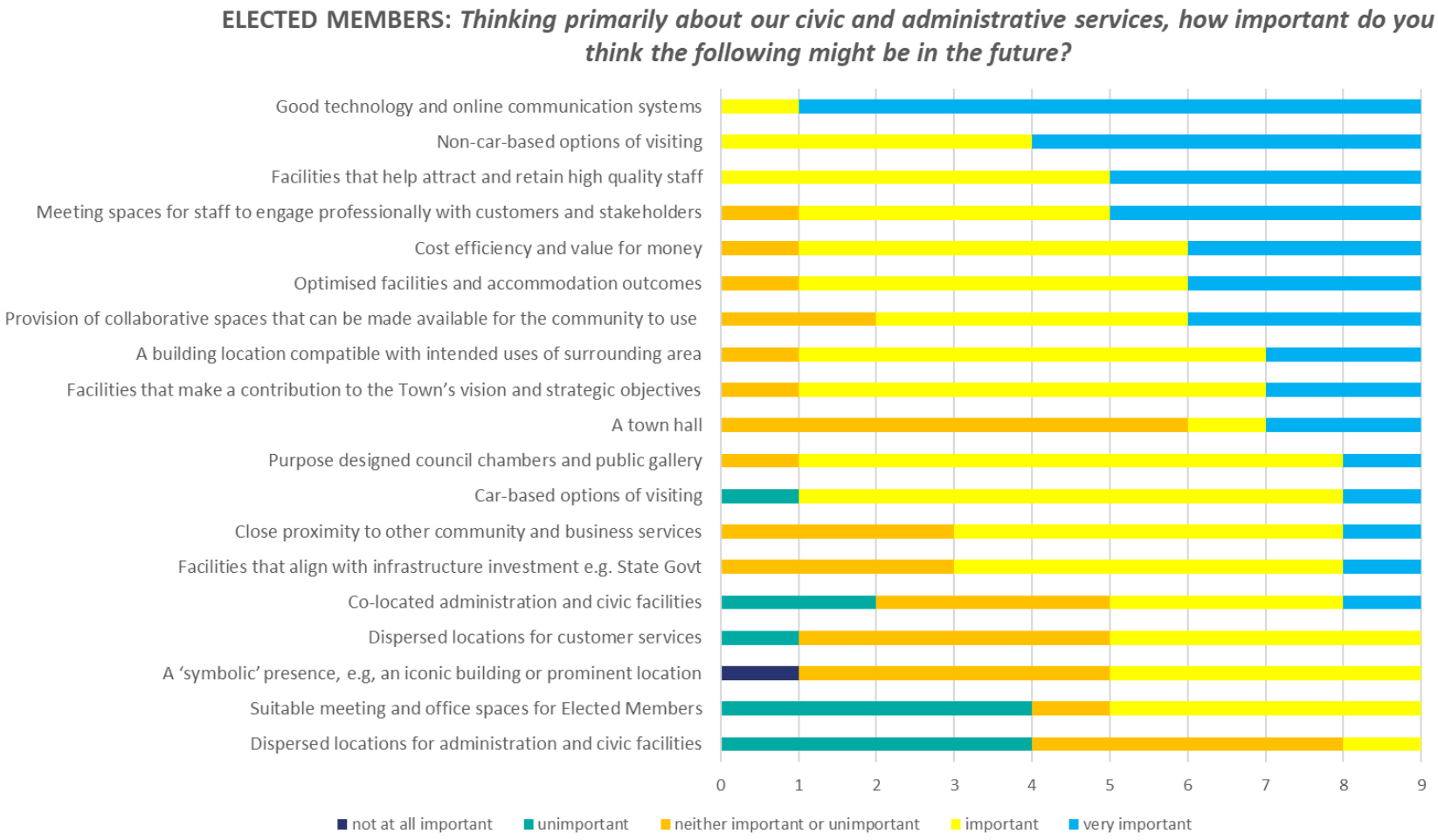


*Figure 13: Elected member snap poll views on what might be important in the future*



## 5.2 Workforce principles and design assumptions

Drawing on the feedback from Elected Members, Executive and staff through consultations, workshops and snap polls together with the context analysis - workforce principles and design assumptions have been prepared to inform the description of each accommodation model, outlined in **Table 7**.

The assumptions have been developed to provide a basis for the definition of accommodation options, and are indicative only.

While they reflect potential future business need, they are not exhaustive and do not replace a comprehensive design brief which would be required to determine the Town's full business requirements. They do however, provide the sound foundation for comparative assessment.

Functions that need to be included have been categorised as:

- **Administration,** including administrative, statutory and corporate functions, but *excluding* community recreation, operational and maintenance functions (including waste, street and parks operations).
- **Civic,** including participatory democratic and deliberative decision making, formal, ceremonial, representative and celebratory events.
- **Customer service,** including front counter services and engagements with customers regarding administrative, statutory or corporate functions.
- **Community and business collaboration** spaces that enable the Town's to support and facilitate relationships with community social and economic development, and enhance Town's long term financial sustainability.

*Table 7. Service categories, workplace design principles, and design assumptions*

| Design Principles | Design Assumptions |
|---|---|
| **ADMINISTRATION** including administrative, statutory and corporate functions, but *excluding* community recreation, operational and maintenance functions (including waste, street and parks operations). | |
| **Office accommodation**<br>Predominantly open-plan, desk/ work zone allocation by employee (not activity-based working). Continued partial WFH<br>Dedicated offices as per current provisions<br>"Desk neighbourhoods" and collaborative spaces<br>Modest staff growth of < 0.5%/ annum | 13.5m² / fte incl. individual, collaborative and breakout spaces + 30m² CEO*<br>131 fte administration + 18fte Parking/ Rangers<br>149 work points<br>**149 FTE x 13.5m² = 2040m²** |
| **Employee amenities**<br>"Employer of Choice" amenity including end of trip facilities, secure bike storage, staff breakout/ lunch spaces, and diverse workforce facilities (e.g. private amenities for mothers, disability, religious needs) | End of Trip facilities, incl 20 bike storage spaces; shower facilities (3 male, 3 female); 25 lockers** |
| **Car parking**<br>Fleet, Executive, disability and visitor bays | 70 bays for Administration staff; 7 ACROD and Visitor bays; 10 bays for Rangers and Parking fleet **87 car bays** |
| **Public meeting/ engagement spaces**<br>Accessible spaces to meet with the general public, community stakeholders and delivery partners | Assumes 1 large 20-person room (50m²); one medium 10-person room (20m²); 1 small 4–5-person meeting space (15m²) *if administration on its own*<br>**85m²** |
| **Administration Reception and visitor interface**<br>A welcoming environment for official visitors and business partners and Administrative customers.<br>No customer transaction space allocated. | Formal foyer and reception for administrative and official visitors only<br>40 m² front reception and foyer space<br>**40m²** |
| **CIVIC** including participatory democratic and deliberative decision making, formal, ceremonial, representative and celebratory events. | |
| **Council Chambers**<br>Including an adequate, accessible public gallery and associated amenities.<br>Flexible design to allow alternative uses and open to adjoining function rooms. | 200% of current flexible space to allow for additional public gallery, separate public entrance and associated amenities. **220m²** |
| **Office accommodation**<br>Dedicated Mayoral office and meeting space<br>Elected Member "work zone" | 10m² / member incl. individual and collaborative spaces (9 work points)<br>20m² Mayoral office **100m²** |
| **Ceremonial/ formal function space**<br>Including some or all of: function room; town hall; external gardens e.g., flag raising<br>Flexibility to be joined with Council Chambers preferred. | Function room/Town Hall space as per current allocation, incl. commercial kitchen and associated facilities. External gardens possible in all locations.<br>**200m²** |

| | |
|---|---|
| **Public meeting/ engagement spaces**<br>Accessible spaces to meet with the general public, community stakeholders and delivery partners | Shared Space if with Administration or Customer Service |
| **Carparking**<br>Elected Members and Staff at Council Meetings<br>Disability parking provision; no visitor parking assumed | 9bays for Elected Members and staff; 2 ACROD car bays **11 car bays** |
| **CUSTOMER SERVICE** including front counter services and engagements with customers regarding administrative, statutory or corporate functions. | |
| **Customer reception and visitor interface**<br>A welcoming environment for visitors and customers.<br>Open movement foyer and customer service space to enhance experience.<br>Gallery and display space for Town of Victoria Park | Formal foyer, visitor reception, and gallery / display space. **80m²** |
| **Customer service**<br>Anticipated reduction in face-to-face transactions.<br>Increasing importance on technology and digital – online transactions.<br>Increase interactions will require one on one discussions and in-depth engagement. | Customer service area consistent with current space allocation. **40m²** |
| **Public meeting/ engagement spaces**<br>Accessible spaces to meet with the general public, community stakeholders and delivery partners | Assumes 1 large 20-person room (50m²); one medium 10-person room (20m²); 1 small 4–5-person meeting space (15m²) *if not with administration* **100m²** |
| **Office accommodation**<br>Contemporary office accommodation for customer service staff not co-located<br>Appropriate kitchen, lunch break out facilities | 13.5 m²/ staff (8 work points) **110m²** |
| **Carparking**<br>Shared parking with Civic Functions; no visitor parking assumed | No car bays allocated. **Nil car bays** |
| **COMMUNITY AND BUSINESS COLLABORATION SPACES** that enable the Town's to support and facilitate relationships with community social and economic development, and enhance Town's long term financial sustainability. | |
| **Bookable space for community groups, NFPs, small and start-up businesses**<br>Inclusion of bookable space to enhance social community infrastructure across the Town. | No space allocated but should be contemplated in design brief.<br>Incorporation of publicly accessible bookable meeting/flexible spaces for community uses. |
| **Lettable space**<br>Inclusion of long- and short-term lettable space to provide economic development, enhanced business interactions between the Town and local business community.<br>Provides possible financial and non-financial returns to the Town. | No space allocated but should be contemplated in design brief.<br>Development of considerable lettable space within the floorplan and design |

**Office Accommodation Space Allocation - **13.5m² per FTE based on the average allocation for 13m² WA State Government and 14m² Federal Government***
***** End of Trip Facilities - Aligns with Green Star Design and As Built 2014: Active Transport Facilities - Bike storage allocation for 7.5% of total regular occupants, 8 showers for 300-500 people, 1.2 lockers per bike space ( https://healthierworkplacewa.com.au/media/2299/workplace-cycling-facilities.pdf )***

## 5.3 Accommodation models

The Town initially proposed the following accommodation models which explore both location and service design options:

1. *Stay at 99 Shepperton Road*
    a. *do nothing (general renewal works);*
    b. *refurbishment to modernised workplace within existing building;*
    c. *rebuild/redevelop site to maximum potential utilising LPS2 draft planning framework*
2. *Integrated into the Macmillan Precinct Masterplan*
    a. *Integrate all services (civic, admin, customer service)*
    b. *Integrate civic & customer service (assumes admin stays at 99 Shepperton Rd)*
    c. *Integrate admin only (assumes alternate location for civic & customer service)*
3. *Integrate into the Aqualife Masterplan (and Oat Street Station Precinct)*
    a. *Integrate all services (civic, admin, customer service)*
    b. *Integrate civic & customer service (assumes admin stays at 99 Shepperton Rd)*
    c. *Integrate admin only (assumes alternate location for civic & customer service)*
4. *Relocation to an alternative location (single building only)*
    a. *Build new building on existing Town owned or controlled land*
    b. *EOI for inclusion with partner development*

Utilising the workforce principles and design assumptions together with the site analysis, these accommodation models, together with an additional option (4c) have been refined and described below, and in **Table 9**.

**Option 1a – Do nothing (do minimal)**

This option would see the Town remain in its current accommodation with general maintenance and minor modification works for operational functionality, address structural issues and enhance aesthetics of the building. This would require:

- Operational expenditure to complete maintenance works, address building compliance and minor modernisation, and
- Ongoing reconfiguration and repurposing of work and meeting spaces to improve utilisation within floorplate constraints to meet needs of staff and cater for forecast growth.

**Option 1b – Refurbish 99 Shepperton Road**

Comprehensive refurbishment of the existing building to create a contemporary office fit out within the structure of the current building. This would require:

- Redesign and reconfiguration of the existing building to optimise the available floorspace 2,695sqm.
- Significant capital upgrade and fit out including structural modifications, reconfiguration and amenity.
- Potentially active management of future accommodation requirements to balance workforce growth and other accommodation uses.

**Option 1c – Redevelop 99 Shepperton Road**

Comprehensive redevelopment of the existing site to create a contemporary office / mixed use building to respond to the Town's requirements while optimising redevelopment potential of the site. This would require:

- Design process incorporating specific requirements of the Town as well as a suitable response to the site's development potential (8-20 storeys).

- Occupation of multiple floors in a mix use / tenure building.
- Shared building occupation, including some common building facilities.

**Option 2a – A new integrated Administrative, Civic and Customer Service Centre in the MacMillan Precinct**

A new integrated facility as part of the redeveloped MacMillan Precinct to create a landmark building in the heart of the major retail and commercial centre of the Town. This would require:

- Design process incorporating specific requirements of the Town as well as suitable response to the site's potential (6 storeys).
- Substantial footprint and presence in the MacMillan Precinct.

**Option 2b – A new Civic and Customer Service Centre in the MacMillan Precinct; with Administration remaining at 99 Shepperton Road**

A new Civic and Customer Service facility as part of the redeveloped MacMillan Precinct, to create a landmark building in the heart of the major retail and commercial centre of the Town, together with together with retention of 99 Shepperton Road. This would require:

- Design process incorporating civic and customer service areas within plans for redeveloped community and recreation facilities.
- Some reconfiguration of 99 Shepperton Road.

**Option 2c – An Administration building in the MacMillan Precinct, with Civic and Customer Service facilities remaining at 99 Shepperton Road.**

Incorporation of an Administration building as part of the redeveloped MacMillan Precinct, together with the retention of 99 Shepperton Road. This would require:

- Design process incorporating an Administration building within plans for redeveloped community and recreation facilities (smaller overall building footprint requirement given absence of Civic and Customer Service space requirements).

**Option 3a – A new integrated Administrative, Civic and Customer Service Centre adjacent to the Aqualife Facility**

A new integrated facility on underutilised land on the Aqualife site. This would require:

- Design process incorporating specific requirements of the Town.

**Option 3b – A new Civic and Customer Service Centre located adjacent to the Aqualife Facility; with Administration remaining at 99 Shepperton Road**

A new Civic and Customer Service facility on underutilised land on the Aqualife site, together with retention of 99 Shepperton Road. This would require:

- Design process incorporating Civic and Customer Service areas.
- Some reconfiguration of 99 Shepperton Road.

**Option 3c – An Administration building adjacent to the Aqualife Facility; with Civic and Customer Service facilities remaining at 99 Shepperton Road.**

Development of an Administration building on underutilised land on the Aqualife site, together with retention of 99 Shepperton Road. This would require:

- Design process for an Administration building (smaller overall building footprint requirement given absence of Civic and Customer Service space requirements).

**Option 4a – A new integrated Administrative, Civic and Customer Service Centre on an alternative Town owned site proximate to Burswood Peninsula (Burswood Reserve)**

A new integrated facility on underutilised Town owned land at Burswood Reserve. This would require:

- Design process incorporating specific requirements of the Town as well as suitable response to the site's potential.

**Option 4b – A new integrated Administrative, Civic and Customer Service Centre delivered via alternative financial or delivery structures**

Development on private land via an alternative delivery structure which could include partnered or Joint Venture development, or long-term lease, or sale and lease back. This would require:

- Procurement and market engagement process, including identification of a preferred site criteria
- Design process incorporating specific requirements of the Town as well as suitable response to the site's potential.
- Negotiation of appropriate commercial terms managing the Town's short- and long-term risks and requirements.

**Option 4c – A new Civic and Customer Service Centre; and a separate Administration facility distributed across both MacMillan precinct and adjacent to the Aqualife Facility.**

Distributed services across both reserve sites, with Shepperton Road available for disposal, or other uses. This would require:

- Two separate site design processes for an Administration building, and separate Civic and Customer Service facility.

**Table 8** summarises the baseline assumptions by service design. Common to all options, are the assumptions that the same consistently high standards will apply to any new development. That is, all new development will be delivered to consistent high quality, environmentally responsive design; be respond to, and integrate 'employer of choice' standards; will incorporate 'community and business collaboration' spaces; and will respond to site utilisation, noting this will, on some sites exceed the Town of Vic Park's facility requirements.

*Table 8 - Baseline Accommodation assumptions by service design option*

| Baseline accommodation assumptions by service design option | | | |
|---|---|---|---|
| | **Integrated** | **Administration Only** | **Civic and Customer Service Only** |
| Office accommodation | 2250m² | 2040m² | 210m² |
| Work points | 166 | 149 | 17 |
| **Car bays** | **87** | **87** | **11** |
| Bike Storage | ✓ | ✓ | - |
| End of trip facilities | ✓ | ✓ | - |
| Breakout spaces | ✓ | ✓ | - |
| Council Chambers and Council meeting space | 220m² | - | 270m² |
| Function/ceremonial space | 220m² | - | 220m² |
| Reception and customer service space | 120m² | 40m² | 120m² |
| Public engagement space | 120m² | 85m² | 100m² |
| **Gross floor area** | **2910m²** | **2165m²** | **900m²** |

*Table 9: Accommodation model descriptions*

| | 1a: Do Minimal | 1b: Refurbish | 1c: Rebuild | 2a: MacMillan Integrated | 2b: MacMillan Admin | 2c: MacMillan Civic and Customer | 3a: Aqualife Integrated | 3b: Adqualife Admin | 3c: Aqualife Civic and Customer | 4a: Burswood Integrated | 4b: Alternative Delivery | 4c: MacMillan / Aqualife Distributed |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **99 Shepperton Rd** | No change<br>3 storey, existing blding<br>2200m² 77 bays | Integrated<br>3 storey, existing blding<br>2200m² 77 bays | Integrated<br>10 -20 storey new build<br>2910m² 87 bays | *99 Shepperton available for separate disposal decisions* | Civic/Customer Service<br>3 storey, existing blding<br>900m² 11 bays | Admin<br>3 storey, existing blding<br>2165m² 87 bays | *99 Shepperton available for separate disposal decisions* | Civic/Customer Service<br>3 storey, existing blding<br>900m²; 11 bays | Admin<br>3 storey, existing blding<br>2165m²; 87 bays | *99 Shepperton available for separate disposal decisions* | | |
| **Macmillan precinct** | *MacMillan precinct subject to separate redevelopment decisions* | | | Integrated<br><6 storey new build<br>2910m² 87 bays | Admin<br><6 storey new build<br>2165m² 87 bays | Civic/Customer Service<br><6 storey new build<br>900m² 11 bays | *MacMillan precinct subject to separate redevelopment decisions* | | | | | Civic/Customer Service<br><6 storey new build<br>900m² 11 bays |
| **Aqualife site** | *Aqualife reserve site no foreseeable change* | | | | | | Integrated<br><6 storey new build<br>2910m² 87 bays | Admin<br><6 storey new build<br>2165m² 87 bays | Civic/Customer Service<br><6 storey new build<br>900m² 11 bays | *Aqualife reserve site no foreseeable change* | | Admin<br><6 storey new build<br>2165m² 87 bays |
| **Burswood Precinct (Burswood Reserve site)** | *Burswood reserve site no foreseeable change* | | | | | | | | | Integrated<br>10 -20 storey new build<br>2910m² 87 bays | *Burswood reserve site no foreseeable change* | |
| **Other** | *n/a* | | | | | | | | | | Integrated<br>Built form tbd<br>2910m² 87 bays | *n/a* |
| **TOTALS** | 2200m² 77 bays | 2200m² 77 bays | 2910m²; 87 bays | 2910m²; 87 bays | 3065m²; 98 bays | 3065m²; 98 bays | 2910m²; 87 bays | 3065m²; 98 bays | 3065m²; 98 bays | 2910m²; 87 bays | 2910m²; 87 bays | 3065m²; 98 bays |

## 5.4 Assessment criteria

The assessment criteria include the following strategic, political, economic and social, environmental, financial and operational elements:

- **Land use/ place compatibility** – the extent to which the option aligns with the long-term direction for land use and growth for the site, precinct, and Town.
- **Catalytic capacity –** the extent to which the option can catalyse or initiate new activity in the surrounding precinct.
- **Workforce planning** – the extent to which the option can respond to future business and service requirements.
- **Iconic/ landmark facility** – the extent to which the option can deliver an iconic / landmark facility.
- **Community facilities –** the direct community benefit from new community spaces and facilities that could be expected.
- **Economic place impact** – the opportunity to generate vibrancy, activity and expenditure from the option.
- **Leverage investment of others** - opportunities from known or likely govt/ private sector investment i.e., reduced cost; improved access to infrastructure; amenity for customers and staff arising.
- **Environmental impact –** The potential energy, water and sustainability outcomes of built form; impacts of demolition and construction waste.
- **Capital cost (excludes fit out)** – the likely estimated cost of capital for building, excluding fit out.
- **Operating cost (utilities)** – the building energy efficiency indications.
- **Project risk –** the potential risk exposure resulting from built form and site associated with the option.
- **Asset optimisation –** The overall value proposition arising from collective land utilisation across all sites under that option.
- **Workplace facilities –** The option has the potential to deliver workforce preferences as employer of choice, including access, amenity, and facilities.
- **Accessibility - transport choice –** the opportunities for public transport and non-car-based access options for staff, customers and stakeholders (incl. bike, pedestrian).
- **Compliance –** the extent to which the option could be expected to meet or exceed legislative compliance.

They have been drawn together based on the context analysis and engagement with the Town's leaders during the course of the project. The assessment criteria are further described, the method adopted for the assessment of each criteria – as well as the rating scale and relative weightings in **Table 10**.

The assessment methodologies reflect the degree of available information at this stage in the process. Noting there is no design component to this project, assumptions made in this analysis will need to be refined and further tested at the next level of analysis – via the business case process.

## 5.5 Scoring and weighting of criteria

This long list MCA process has not included a design component. Consequently, the criteria and analysis of options has been scored based on a sliding scale, largely reliant upon a relative assessment of options against each other. The majority of criteria are therefore measured based on the following scale:

| 0 | 1 | 2 | 3 |
|---|---|---|---|
| No | Low | Med | High |

Exceptions to the above are the workforce planning criteria, which is measured as:

| 0 | 3 |
|---|---|
| No | Yes |

As well as the capital cost criteria, which is measured as:

| 1 | 2 | 3 |
|---|---|---|
| High | Med | Low |

Some weighting of the criteria has been suggested, reflective of the lower level of importance placed on some criteria arising from the snap poll responses from Elected Members and Staff. Given the high-level nature of this engagement however, both raw and weighted scores have been tallied to identify any differences arising from the weighting of criteria, and in the event that weightings are not considered relevant in the event they change the resulting short list.

*Table 10: Assessment criteria*

| | Criteria | Description | Assessment method | Score | Weight |
|---|---|---|---|---|---|
| Strategic | **Land use/ place compatibility** | Aligns with the long-term direction for land use and growth for the site / precinct / Town | *Local planning framework (draft LSP) MacMillan Precinct Concept Plan* | *No (0) Low (1) Med (2) High (3)* | 1 |
| | **Catalytic capacity** | Can catalyse or initiate new activity in the surrounding precinct | *Development potential of surrounding area (adjacent uses and development condition, tenure)* | *No (0) Low (1) Med (2) High (3)* | 1 |
| | **Workforce planning** | Can respond to future business and service requirements | Workforce Plan 2020 – 2030; workplace trends | *No (0) Yes (3)* | 1 |
| Political | **Iconic/ landmark facility** | Can deliver an iconic / landmark facility | *Site attributes/ ability to include as a design objective* | *No (0) Low (1) Med (2) High (3)* | 0.5 |
| Economic and social | **Community facilities** | Direct community benefit from new community spaces and facilities | *Service design inclusions. Existing or future community facilities in the surrounding area* | *No (0) Low (1) Med (2) High (3)* | 1 |
| | **Economic place impact** | Can generate vibrancy, activity and expenditure | *Estimated spend generated from embedded workforce (#staff x 0.75) x ($15/day x 240 days/year) x (level of commercial retail activity of the location*)* | *No (0) Low (1) Med (2) High (3)* | 1 |
| | **Leverage investment of others** | Opportunities from known or likely govt/ private sector investment i.e., reduced cost; improved access to infrastructure; amenity for customers and staff | *Metronet level crossing removals Private Sector e.g., Vicinity Centres / Hawaiian Group* | *No (0) Low (1) Med (2) High (3)* | 0.5 |
| Envt | **Environmental impact** | Energy, water and sustainability outcomes of built form; impacts of demolition and construction waste | *Able to achieve Greenstar; requirement for demolition (construction waste)* | *No (0) Low (1) Med (2) High (3)* | 1 |
| Financial | **Capital cost (excludes fit out)** | Est. cost of capital for building, excluding fit out | *Est. /sqm rate for built form type *** | *High (1) Med (2) Low (3)* | 1 |
| | **Operating cost (utilities)** | Building energy efficiency | *Space utilisation @ 100% energy cost* | *No (0) Low (1) Med (2) High (3)* | 1 |
| | **Project risk** | Risk exposure resulting from built form and site | *Project delivery risk, incl development risk associated with site utilisation* | *No (0) Low (1) Med (2) High (3)* | 1 |
| | **Asset optimisation** | Overall value proposition arising from collective land utilisation across all sites | *Land tenure and use restrictions (heritage, reserve) and anticipated project costs of that location* | *No (0) Low (1) Med (2) High (3)* | 1 |
| Operational | **Workplace facilities** | Delivers workforce preferences as employer of choice - access, amenity, facilities | *Service design / accommodation principles, and proximate access to ToVP recreation amenities* | *No (0) Low (1) Med (2) High (3)* | 1 |
| | **Accessibility - transport choice** | Opportunities for public transport/ non car based for staff, customers and stakeholders (incl. bike, pedestrian) | Mode choices, incl. public transport, walking, cycling, parking options | *No (0) Low (1) Med (2) High (3)* | 1 |
| | **Compliance** | Ability to meet or exceed legislative compliance | Building regulations / disability access | *No (0) Low (1) Med (2) High (3)* | 1 |

***level of commercial retail activity of the location***

| | *cafes + restaurants* | *supermarket* | *discount department store* | *speciality shops within 300 metres* |
|---|---|---|---|---|
| *MacMillan* | ✓ | ✓ | ✓ | ✓ |
| *99 Shepperton* | ✓ | ✓ | - | ✓ |
| *Aqualife* | ✓ | - | - | - |
| *Burswood* | ✓ | - | - | ✓ |
| *Alternate location (assumed)* | ✓ | ✓ | - | - |

***construction cost***

*Source: https://www.bmtqs.com.au/construction-cost-table*
*Assumes medium finish with 110% premium for Perth location, hence:*
*1-4 storey office building $2649/m² = $2914m²*
*4-8 storey office building $2955/m² = $3250m²*
*8+ storey office building $4161/m² = $4578m²*

# 6. Multi-criteria analysis

## 6.1 Multicriteria analysis assessment

The MCA analysis is provided in the tables in the **Appendices**. Resulting scores are summarised in Table 11: MCA Scores**Table 11** against assessment criteria, and in **Table 12** against the accommodation option descriptions.

The analysis was initially conducted by the consultants, and subsequently validated via a workshop with the Town's project team. The project team workshop was thorough, and a number of changes and refinements were made to both the analysis commentary and scoring as a result. Further, the preliminary findings were communicated with Elected Members via a Concept Forum.

The following high-level observations are apparent from the assessment process and results:

- Retention of 99 Shepperton in its current form significantly underutilises the site and is an opportunity cost for the Victoria Park Town Centre.
- Utilisation of sites whose underlying tenure is 'Reserve', offer opportunities to realise value by freeing up freehold sites for sale or development.
- Where there is identifiable development potential in the surrounding area, the potential for activation of a place arising from new development is significant.
- The potential for attraction and retention of staff is assessed both by 'employer of choice' facilities and the amenity and accessibility of the surrounding area. This has contributed to a new development at the MacMillan precinct rating highly across a number of criteria.
- All options which include new development assume the same high quality environmental standards; staff, customer and community amenity; and design quality. They also all assume high capital costs, but lower operational costs.
- Multiple footprints (i.e., a dispersed service delivery) introduce multiple cost burdens and dilute any benefit relative to a single location.
- The unique nature of Option 4b 'Alternative Delivery' where no site has been identified, means some criteria has potentially be overstated, while others could not be scored. It also offers a risk profile less usual for the Town of Victoria Park.

*Table 11: MCA Scores*

| | Criteria | Option 1a: Do Minimal | Option 1b: Refurbish | Option 1c: Rebuild | Option 2a: MacM Integrated | Option 2b: MacM Admin | Option 2c: MacM Civic and Customer | Option 3a: Aqualife Integrated | Option 3b: Aqualife Admin | Option 3c: Aqualife Civic and Customer | Option 4a: Burswood Integrated | Option 4b: Alt Delivery | Option 4c: MacMillan / Aqualife Distribute |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Strategic | Land use/ place compatibility | 1 | 1 | 3 | 3 | 1 | 1 | 2 | 1 | 1 | 2 | 3 | 3 |
| | Catalytic capacity | 0 | 0 | 3 | 3 | 2 | 1 | 1 | 1 | 1 | 2 | - | 2 |
| | Workforce planning | 0 | 0 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Political | Iconic/ landmark facility | 0 | 0 | 3 | 3 | 2 | 2 | 2 | 1 | 1 | 3 | 2 | 3 |
| Economic and ... | Community facilities | 0 | 0 | 3 | 2 | 3 | 2 | 2 | 3 | 2 | 3 | 2 | 2 |
| | Place impact | 2 | 2 | 3 | 3 | 3 | 2 | 1 | 1 | 2 | 1 | 2 | 2 |
| | Leverages investment of others | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 |
| Envt | Environmental impact | 1 | 1 | 2 | 3 | 2 | 1 | 3 | 2 | 1 | 3 | 3 | 3 |
| Financial | Capital cost (excl fit out) | 3 | 3 | 1 | 2 | 2 | 3 | 2 | 2 | 3 | 1 | 3 | 2 |
| | Operating cost | 1 | 1 | 3 | 3 | 2 | 1 | 3 | 2 | 1 | 3 | 3 | 2 |
| | Project risk | 3 | 3 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 2 |
| | Asset optimisation | 2 | 2 | 1 | 3 | 1 | 1 | 3 | 1 | 1 | 2 | 3 | 3 |
| Operational | Workplace facilities | 1 | 2 | 2 | 3 | 3 | 2 | 3 | 3 | 2 | 2 | 2 | 3 |
| | Accessibility - transport choice | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | - | 2 |
| | Compliance | 0 | 1 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| **TOTALS - RAW** | | **17** | **19** | **34** | **40** | **33** | **28** | **34** | **29** | **27** | **33** | **33** | **38** |
| **TOTALS - WEIGHTED** | | **16.5** | **18.5** | **32** | **37.5** | **31** | **26** | **32** | **27.5** | **25.5** | **30.5** | **30.5** | **35** |

*Table 12: Accommodation options and resulting MCA scores*

| | 1a: Do Minimal | 1b: Refurbish | 1c: Rebuild | 2a: MacMillan Integrated | 2b: MacMillan Admin | 2c: MacMillan Civic and Customer | 3a: Aqualife Integrated | 3b: Adqualife Admin | 3c: Aqualife Civic and Customer | 4a: Burswood Integrated | 4b: Alternative Delivery | 4c: MacMillan / Aqualife Distributed |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **99 Shepperton Rd** | No change<br>3 storey, existing blding<br>2200m² 77 bays | Integrated<br>3 storey, existing blding<br>2200m² 77 bays | Integrated<br>10 -20 storey new build<br>2910m² 87 bays | *99 Shepperton available for separate disposal decisions* | Civic/Customer Service<br>3 storey, existing blding<br>900m² 11 bays | Admin<br>3 storey, existing blding<br>2165m² 87 bays | *99 Shepperton available for separate disposal decisions* | Civic/Customer Service<br>3 storey, existing blding<br>900m²; 11 bays | Admin<br>3 storey, existing blding<br>2165m²; 87 bays | *99 Shepperton available for separate disposal decisions* | | |
| **Macmillan precinct** | *MacMillan precinct subject to separate redevelopment decisions* | | | Integrated<br><6 storey new build<br>2910m² 87 bays | Admin<br><6 storey new build<br>2165m² 87 bays | Civic/Customer Service<br><6 storey new build<br>900m² 11 bays | *MacMillan precinct subject to separate redevelopment decisions* | | | | | Civic/Customer Service<br><6 storey new build<br>900m² 11 bays |
| **Aqualife site** | *Aqualife reserve site no foreseeable change* | | | | | | Integrated<br><6 storey new build<br>2910m² 87 bays | Admin<br><6 storey new build<br>2165m² 87 bays | Civic/Customer Service<br><6 storey new build<br>900m² 11 bays | *Aqualife reserve site no foreseeable change* | | Admin<br><6 storey new build<br>2165m² 87 bays |
| **Burswood Precinct (Burswood Reserve site)** | *Burswood reserve site no foreseeable change* | | | | | | | | | Integrated<br>10 -20 storey new build<br>2910m² 87 bays | *Burswood reserve site no foreseeable change* | |
| **Other** | *n/a* | | | | | | | | | | Integrated<br>Built form tbd<br>2910m² 87 bays | *n/a* |
| **TOTALS** | 2200m² 77 bays | 2200m² 77 bays | 2910m²; 87 bays | 2910m²; 87 bays | 3065m²; 98 bays | 3065m²; 98 bays | 2910m²; 87 bays | 3065m²; 98 bays | 3065m²; 98 bays | 2910m²; 87 bays | 2910m²; 87 bays | 3065m²; 98 bays |
| **Raw score** | 17 | 19 | **34** | **40** | 33 | 28 | **34** | 29 | 27 | 33 | 33 | **38** |
| **Weighted** | 16.5 | 18.5 | **32** | **37.5** | 31 | 26 | **32** | 27.5 | 25.5 | 30.5 | 30.5 | **35** |

## 6.2 Ranking of accommodation options

The highest scoring option in the MCA with a score of 40 (37.5 weighted) was **Option 2a – A new integrated Administrative, Civic and Customer Service Centre in the MacMillan Precinct,** to create a landmark building in the heart of the major retail and commercial centre of the Town.

The second highest scoring option, with a score of 38 (35 weighted) was **Option 4c – A new Civic and Customer Service Centre; and a separate Administration facility distributed across both MacMillan precinct and adjacent to the Aqualife Facility**, with distributed services across both reserve sites, and Shepperton Road available for disposal, or other uses.

Beyond this, there were two options both scoring 34 (32 weighted), being:

- **Option 1c – Redevelop 99 Shepperton Road**, involving comprehensive redevelopment of the existing site to create a contemporary office / mixed use building to respond to the Town's requirements while optimising redevelopment potential of the site.
- **Option 3a – A new integrated Administrative, Civic and Customer Service Centre adjacent to the Aqualife Facility,** on underutilised land on the Aqualife site.

Three options scored 33 (31, 30.5 and 30.5 weighted), being:

- Option 2b – A new Civic and Customer Service Centre in the MacMillan Precinct; with Administration remaining at 99 Shepperton Road
- Option 4a – A new integrated Administrative, Civic and Customer Service Centre on an alternative Town owned site proximate to Burswood Peninsula (Burswood Reserve), and
- Option 4b – A new integrated Administrative, Civic and Customer Service Centre delivered via alternative financial or delivery structures.

A score of 29 (27.5 weighted) was:

- Option 3b – A new Civic and Customer Service Centre located adjacent to the Aqualife Facility; with Administration remaining at 99 Shepperton Road

A score of 28 (26 weighted) was:

- Option 2c – An Administration building in the MacMillan Precinct, with Civic and Customer Service facilities remaining at 99 Shepperton Road.

A score of 27 (25.5 weighted) was:

- Option 3c – An Administration building adjacent to the Aqualife Facility; with Civic and Customer Service facilities remaining at 99 Shepperton Road.

A scope of 19 (18.5 weighted) was:

- Option 1b – Refurbish 99 Shepperton Road, involving comprehensive refurbishment of the existing building to create a contemporary office fit out within the structure of the current building.

**Option 1a – Do nothing (do minimal)** which would see the Town remain in its current accommodation with general maintenance and minor modification works for operational functionality, address structural issues and enhance aesthetics of the building, was the lowest scoring option with 17 (16.5 weighted).

# 7. Conclusions

The multicriteria analysis has provided a structured approach to considering a long list of potential future accommodation options for the Town of Victoria Park to deliver the administration, customer service and civic functions currently operating from 99 Shepperton Road, Victoria Park. On the basis of the analysis and scoring, the following four accommodation options have rated highly against the assessment criteria, and may be suitable for more detailed analysis via a business case process:

- Option 2a - A new integrated Administrative, Civic and Customer Service Centre in the MacMillan Precinct, to create a landmark building in the heart of the major retail and commercial centre of the Town.
- Option 4c – A new Civic and Customer Service Centre; and a separate Administration facility distributed across both MacMillan precinct and adjacent to the Aqualife Facility, with distributed services across both reserve sites, and Shepperton Road available for disposal, or other uses.
- Option 1c – Redevelop 99 Shepperton Road, involving comprehensive redevelopment of the existing site to create a contemporary office / mixed use building to respond to the Town's requirements while optimising redevelopment potential of the site, and
- Option 3a – A new integrated Administrative, Civic and Customer Service Centre adjacent to the Aqualife Facility, on underutilised land on the Aqualife site.

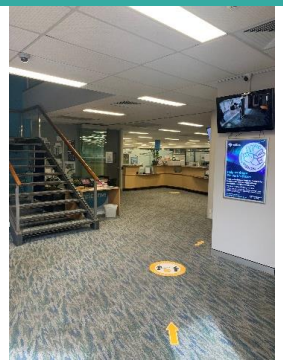
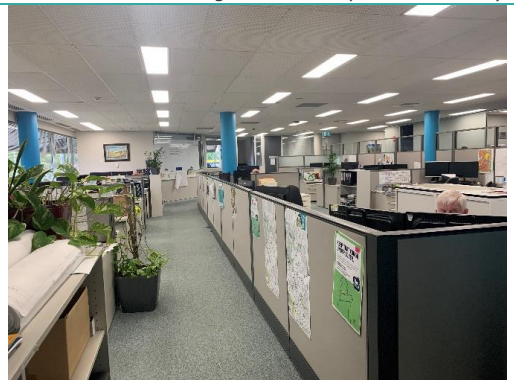
In addition, a base case of 'do nothing / do minimal' would also always be included in a Business Case as a matter of course, and consequently, Option 1a – Do nothing (do minimal) which would see the Town remain in its current accommodation with general maintenance and minor modification works for operational functionality, address structural issues and enhance aesthetics of the building, would also be included.

This long list multicriteria analysis represents an early step towards a possible future investment decision by the Town. Testing of the assumptions, and validation via a business case process will be reliant upon the inclusion of a design component, informed by carefully scoped design briefs. Mindful of the decision timeline and community and stakeholder expectations, further engagement with users across the organisation will be critical to inform needs, expectations and preferences from a future accommodation facility for the Town.

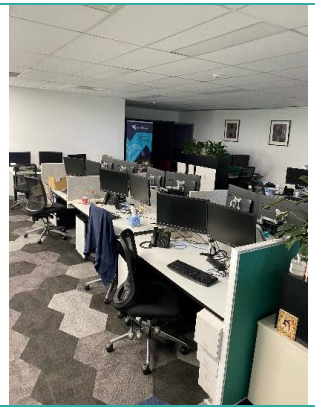
Key elements that need to be resolved in the next stage include how facilities such as a potential town hall should be handled, and whether this will be provided for in the accommodation designs. The Town's future service delivery model also requires further thought and refinement. With both integrated and dispersed accommodation models shortlisted for further analysis, there is an opportunity to consider the relative merits from both service delivery, and organisational perspectives. The role and nature of proposed community collaboration spaces (via either or both of bookable and lettable space), is another area requiring further articulation and testing during the next phase.

It is a challenging time for organisations and communities to strategically plan for the future. The depth and breadth of uncertainty created by Covid 19 has the potential to have significant disruptive impacts on our trusted assumptions about growth and ways of working in the future. This makes it easy to over or understate the expected changes in workforce, ratepayer, and consumer behaviour. It is possible that several scenarios should be considered during a business case process.

## *APPENDIX A: 99 SHEPPERTON ROAD SITE AND FACILITY OBSERVATIONS, FEB 2021*

| **Ground floor** | |
|---|---|
| **Entrance area** |    *Sliding glass screen for after-hours security*<br><br>*Modifications to doors, openings and amenities to support universal access*<br><br>*Limited circulation and display spaces*<br><br>*Building entrance faces away from Albany Hwy and adjacent gardens* |
| **Elected member space** | *Mayoral office for small meetings*<br>*Small Councillors 'lounge' with correspondence in-trays immediately outside the Mayoral room.* |
| **Workspaces** |  *Primarily open plan / cubicle spaces with dedicated desks, occupied by teams with customer facing / public enquiry roles, including:*<br>• *Customer service*<br>• *Records*<br>• *Finance and procurement*<br>• *Environmental health*<br>• *Statutory planners*<br>• *Place planners*<br>• *Building and compliance*<br>• *HR / Organisational development*<br><br>*Dedicated offices for Chief Community Planner and Chief Financial Officer*<br>*Shared offices (2/3 per room) for managers* |
| **Staff common room** | |
| **Storage / printing rooms** | *Not fit for purpose, e.g., occupy decommissioned kitchen areas.* |

| First floor | |
|---|---|
| **Council Chambers** |   *Small public gallery space. Matters before Council of high public interest can require community members to wait outside to manage numbers.*<br>*Public access reliant upon stairs and lift from ground floor building entrance.*<br>*No dedicated adjacent space for Councillors prior to/ following meetings.* |
| **Function room** |  *High amenity outlook and good size for functions, given no 'town hall'* |
| **Board room** | *Adjoins Council Chambers and acts as defacto Councillor space.* |
| **Kitchen** | *Catering kitchen, with on-staff caterer* |
| **Meeting room** | |

| | | |
|---|---|---|
| **Workspaces** |  | *Primarily open plan / cubicle spaces with dedicated desks, occupied primarily by Operations teams:*<br>• *Engineers*<br>• *Property*<br>• *Project Management Office*<br>• *Communications and engagement*<br><br>*Dedicated offices for Chief Executive Officer, and Chief Operations Officer*<br>*Shared offices (2/3 per room) for managers.* |

| **Basement** | | |
|---|---|---|
| **Parking** | *Dedicated bays for pool vehicles, and limited amount of general staff parking bays.* | |
| **End of trip facilities**<br><br>**Storage rooms/ cages** |   | *Bike storage and shower rooms (2).*<br><br>*Limited, less than desirable, and not on par with contemporary staff expectations.* |
| **Building access** | *Number of secure (card based) access points to surrounding gardens and walkways to Albany Hwy F&B offers.* | |

## *APPENDIX B: MCA ANALYSIS - OPTIONS 1a, 1b, 1c*

| | Criteria | Option 1a: Do Minimal | Option 1b: Refurbish | Option 1c: Rebuild |
|---|---|---|---|---|
| Strategic | **Land use/ place compatibility** | Land uses are aligned with the objectives for Precinct Planning Area 6 (Albany Hwy) and the Victoria Park Town Centre Node. i.e., a wide diversity of business, community activity, employment and high density living. Existing building underperforms in terms of scale, active frontages and building design, noting objectives for Precinct 6 also seek development that responds to the desired place character, high quality pedestrian environments and active frontages. | Land uses are aligned with the objectives for Precinct Planning Area 6 (Albany Hwy) and the Victoria Park Town Centre Node. i.e., a wide diversity of business, community activity, employment and high density living. Existing building underperforms in terms of scale, active frontages and building design, noting objectives for Precinct 6 also seek development that responds to the desired place character, high quality pedestrian environments and active frontages. | Land uses are aligned with the objectives for Precinct Planning Area 6 (Albany Hwy) and the Victoria Park Town Centre Node. i.e., a wide diversity of business, community activity, employment and high density living. Redevelopment of the site (at full site utilisation) provides an opportunity to align scale, design and interaction with surrounding area, noting objectives for Precinct 6 also seek development that responds to the desired place character, high quality pedestrian environments and active frontages. |
| | | 1 | 1 | 3 |
| | **Catalytic capacity** | No catalytic impact | Minimal to no catalytic impact | Site redevelopment would enable adjacent sites owned by ToVP to be integrated into a redevelopment. This includes: 10-14 Harvey Street (car park and established trees); 1 Harper Street ('Digital Hub,' currently used for overflow administration functions). Redevelopment would deliver a strong interface with the Memorial Gardens (Municipal Heritage Site). There are a number of proximate sites where development *may* be catalysed as a result of ToVP investment in a rebuild at 99 Shepperton Road. These include 3 Harper Street (tyre dealership and workshop); 300, 328, 248 Albany Hwy (office and commercial buildings). |
| | | 0 | 0 | 3 |
| | **Workforce planning** | No. Current building footprint will shape workplace practices rather than desired workplace practices being enabled by built form. | No. Current building footprint will shape workplace practices rather than desired workplace practices being enabled by built form. | Yes. Embedded design element |
| | | 0 | 0 | 3 |

| | Criteria | Option 1a: Do Minimal | Option 1b: Refurbish | Option 1c: Rebuild |
|---|---|---|---|---|
| Political | **Iconic/ landmark facility** | No. Restricted to current built form. | No. Restricted to refurbishment. | Site topography and position offers an opportunity to design an iconic / landmark facility. |
| | | 0 | 0 | 3 |
| Economic and social | **Community facilities** | Not provided | Minimal opportunity to provide | Provision for multiuser facilities |
| | | 0 | 0 | 3 |
| | **Economic place impact** | Anticipate moderate economic spend based on 139 staff @ 99 Shepperton Rd (moderate spend opportunity); 18 staff @ Kent St (higher spend opportunity) | Anticipate moderate economic spend based on 139 staff @ 99 Shepperton Rd (moderate amenity); 18 staff @ Kent St (higher amenity) | Anticipate higher economic spend based on 157 staff @ 99 Shepperton Rd (moderate amenity); plus, creation of additional GFA available for occupation by others. |
| | | 2 | 2 | 3 |
| | **Leverages investment of others** | Redevelopment of Victoria Park Central Shopping Centre by Vicinity Centres is planned however, 99 Shepperton does not interface with the Shopping Centre and there is unlikely be opportunities to leverage benefits from Vicinity investment either through enhanced interface and access for customers and staff. Given the distance to the Train Station, it is not envisaged that this would leverage significant benefit from the State Government's Metronet investments. | Redevelopment of Victoria Park Central Shopping Centre by Vicinity Centres is planned however, 99 Shepperton does not interface with the Shopping Centre and there is unlikely be opportunities to leverage benefits from Vicinity investment either through enhanced interface and access for customers and staff. Given the distance to the Train Station, it is not envisaged that this would leverage significant benefit from the State Government's Metronet investments. | Redevelopment of Victoria Park Central Shopping Centre by Vicinity Centres is planned however, 99 Shepperton does not interface with the Shopping Centre and there is unlikely be opportunities to leverage benefits from Vicinity investment either through enhanced interface and access for customers and staff. Given the distance to the Train Station, it is not envisaged that this would leverage significant benefit from the State Government's Metronet investments. |
| | | 1 | 1 | 1 |
| Envt | **Environmental impact** | Greenstar not applicable.<br>No demolition requirement. | Greenstar not applicable.<br>Minor improvements possible.<br>No demolition requirement. | Greenstar applicable for entire new building at 99 Shepperton.<br>Requires demolition. Assumes material reuse. |
| | | 1 | 1 | 2 |
| Financial | **Capital cost (excludes fit out)** | No construction works and no structural modifications | Limited structural works at 99 Shepperton Road | Full site utilisation to create a Commercial/ mixed use building est. 10-20 storey. |
| | | 3 | 3 | 1 |
| | **Utilities Operating cost** | Maintains current utilities operating cost at 99 Shepperton Road and Kent Street | Maintains current utilities operating cost at 99 Shepperton Road and Kent Street | Creates a new Greenstar energy efficient building at 99 Shepperton Rd |

| | Criteria | Option 1a: Do Minimal | Option 1b: Refurbish | Option 1c: Rebuild |
|---|---|---|---|---|
| | | 1 | 1 | 3 |
| | **Project risk** | Minimal project delivery risk | Standard procurement and contract management requirements should be sufficient to ensure delivery of project objectives. Low Risk. | Full utilisation of site to create 10-20 storey commercial/mixed use development. Project would bring unique risk for the ToVP in terms of scale, value and residential/commercial development complexity. Once complete the requirement to sell or let approximately 70% of GFA would bring considerable market risk for the ToVP. High Risk |
| | | 3 | 3 | 1 |
| | **Asset optimisation** | 99 Shepperton would not be realised<br>Burswood Site may be realisable.<br>Surplus underutilised land at MacMillan and Aqualife unlikely to be realisable.<br>Kent Street dwellings may be realisable however value is constrained due to heritage value and may have community value. | 99 Shepperton would not be realised<br>Burswood Site may be realisable.<br>Surplus underutilised land at MacMillan and Aqualife unlikely to be realisable.<br>Kent Street dwellings may be realisable however value is constrained due to heritage value and may have community value. | 99 Shepperton would not be realisable<br>Burswood Site may be realisable.<br>Surplus underutilised land at MacMillan and Aqualife unlikely to be realisable.<br>Kent Street dwellings may be realisable however value is constrained due to heritage value and may have community value. |
| | | 2 | 2 | 1 |
| Operational | **Workplace facilities** | limited scope to respond and adapt to expectations | Some scope to respond and adapt to expectations | Assumed that all new development responds and integrates 'employer of choice' standards, noting workforce would not have access to recreation amenities at 99 Shepperton Rd. |
| Operational | | 1 | 2 | 2 |
| Operational | **Accessibility - transport choice** | 99 Shepperton - 740m from Causeway Bus Interchange; Shepperton Road is a Primary Distributor; Albany Hwy is a District Distributor B both are high frequency bus routes; 650m from Victoria Park Train Station. | 99 Shepperton - 740m from Causeway Bus Interchange; Shepperton Road is a Primary Distributor; Albany Hwy is a District Distributor B both are high frequency bus routes; 650m from Victoria Park Train Station. | 99 Shepperton - 740m from Causeway Bus Interchange; Shepperton Road is a Primary Distributor; Albany Hwy is a District Distributor B both are high frequency bus routes; 650m from Victoria Park Train Station. |
| Operational | | 2 | 2 | 2 |
| Operational | **Compliance** | no (no requirement) | scope to respond, although constrained | yes |
| Operational | | 0 | 1 | 3 |

## *APPENDIX C: MCA ANALYSIS - OPTIONS 2a, 2b, 2c*

| | Criteria | 2a: MacMillan Integrated | 2b: MacMillan Admin | 2c: MacMillan Civic and Customer |
|---|---|---|---|---|
| Strategic | **Land use/ place compatibility** | Land uses are aligned with the objectives for Precinct Planning Area 6 (Albany Hwy) and the East Victoria Park Town Centre i.e., a wide diversity of business and community activity, employment and high density living.<br>There is already a significant ToVP/ community facility presence in this location. Further increasing the ToVP presence on Reserve land which cannot be developed for other activities is an opportunity, as it is an embedded daytime workforce. Depending on built form, there is a potential loss of alternate development opportunity for adjoining sites identified for other community, commercial or recreational uses.<br>There is also an opportunity for sale/redevelopment/reuse of 99 Shepperton to the benefit of the Victoria Park Town Centre. | Land uses are aligned with the objectives for Precinct Planning Area 6 (Albany Hwy) and the East Victoria Park Town Centre i.e., a wide diversity of business and community activity, employment and high density living.<br>There is already a significant ToVP/ community facility presence in this location. Further increasing the ToVP presence on Reserve land which cannot be developed for other activities is an opportunity, as it offers an embedded daytime workforce, with a smaller footprint requirement than an integrated facility.<br>Retention of 99 Shepperton for Civic and Customer Service functions represents an underutilisation of this site, and of limited benefit to the Victoria Park Town Centre which would lose daytime workforce volumes, but without the opportunity to attract another. | Land uses are aligned with the objectives for Precinct Planning Area 6 (Albany Hwy) and the East Victoria Park Town Centre i.e. a wide diversity of business and community activity, employment and high density living.<br>There is already a significant ToVP/ community facility presence in this location. Further increasing the ToVP presence on Reserve land which cannot be developed for other activities is an opportunity, noting a significant footprint will be required, without workforce numbers.<br>Retention of 99 Shepperton for Admin functions represents an underutilisation of this site. |
| | | 3 | 1 | 1 |
| | **Catalytic capacity** | There is scope for further development of the Hawaiian owned Park Centre, and redevelopment potential for a number of sites fronting Albany Hwy between Sussex and Kent Streets, including 707-709 Albany Hwy, owned by ToVP. These are likely to be catalysed by the plans for MacMillan redevelopment at any rate.<br>However, delivery of an embedded workforce and professional / civic facility would de-risk any further investment by Hawaiian, and other land owners.<br>There is also the potential to catalyse activity around 99 Shepperton when site freed up for future development. | There is scope for further development of the Hawaiian owned Park Centre, and redevelopment potential for a number of sites fronting Albany Hwy between Sussex and Kent Streets, including 707-709 Albany Hwy, owned by ToVP. These are likely to be catalysed by the plans for MacMillan redevelopment at any rate.<br>However, delivery of an embedded workforce and professional office building is likely to further catalyse.<br>Retention of 99 Shepperton for Civic and Customer Service functions is unlikely to offer any catalytic benefit. | There is scope for further development of the Hawaiian owned Park Centre, and redevelopment potential for a number of sites fronting Albany Hwy between Sussex and Kent Streets, including 707-709 Albany Hwy, owned by ToVP. These are likely to be catalysed by the plans for MacMillan redevelopment at any rate.<br>Retention of 99 Shepperton for Admin is unlikely to offer any catalytic benefit. |
| | | 3 | 2 | 1 |

| | Criteria | 2a: MacMillan Integrated | 2b: MacMillan Admin | 2c: MacMillan Civic and Customer |
|---|---|---|---|---|
| | **Workforce planning** | Yes. Embedded design element | Yes. Embedded design element | Yes. Embedded design element |
| | | 3 | 3 | 3 |
| Political | **Iconic/ landmark facility** | Site position and integration with broader Precinct redevelopment offers an opportunity to design an iconic / landmark facility. | Site position and integration with broader Precinct redevelopment offers opportunity to design an iconic / landmark administration facility, noting civic facility would not be included in landmark building (retained at 99 Shepperton Road in its current form). | Site position and integration with broader Precinct redevelopment offers opportunity to design an iconic / landmark civic and customer facility, noting admin would be retained at 99 Shepperton Road in its current form. |
| | | 3 | 2 | 2 |
| Economic and social | **Community facilities** | Provision for multiuser facilities, noting location already offers community spaces and facilities.<br>A sale/private redevelopment of 99 Shepperton would likely not deliver community facilities to that location. | Community facilities distributed across two town centres within Precinct Planning Areas 6 (Albany Hwy) | Provision for multiuser facilities, noting precinct redevelopment will provide community spaces and facilities, and admin at 99 Shepperton will not include multiuser facilities. |
| | | 2 | 3 | 2 |
| | **Economic place impact** | Anticipate higher economic spend based on 157 staff @ MacMillan Precinct (high amenity) | Anticipate higher economic spend based on 149 staff @ MacMillan Precinct (high amenity); plus 8 staff @ Shepperton Road | Anticipate moderate economic spend based on 8 staff @ MacMillan Precinct (high amenity); plus 149 staff @ Shepperton Road |
| | | 3 | 3 | 2 |
| | **Leverages investment of others** | This would leverage planned investment from the ToVP as part of the planned MacMillan Redevelopment to deliver potential cost savings and benefits.<br>There is ongoing consideration for further activation and enhancement of the Park Shopping Centre by Hawaiian Group. Alignment of investment timing and design may leverage benefits for the project through improved access to infrastructure/services and/or enhanced interface and access for customers and staff.<br>Given the distance to the Train Station, it is not envisaged that this would leverage significant benefit from the State Government's Metronet investments. | This would leverage planned investment from the ToVP as part of the planned MacMillan Redevelopment to deliver potential cost savings and benefits. Further activation and enhancement of the Park Shopping Centre by Hawaiian Group. Alignment of investment and design may leverage benefits for the project through improved access to infrastructure/services and/or enhanced interface and access for customers and staff. 99 Shepperton Rd (Civic and Customer Service) - unlikely be opportunities to leverage benefits from Vicinity investment for customers at 99 Shepperton Road. Given the distance to the Train Station, it is not envisaged that this would leverage significant benefit from Government's Metronet investments. | This would leverage planned investment from the ToVP as part of the planned MacMillan Redevelopment to deliver potential cost savings and benefits. Further activation and enhancement of the Park Shopping Centre by Hawaiian Group. Alignment of investment and design may leverage benefits for the project through improved access to infrastructure/services and/or enhanced interface and access for customers and staff. 9 Shepperton Rd (Civic and Customer Service) - unlikely be opportunities to leverage benefits from Vicinity investment for customers at 99 Shepperton Road. Given the distance to the Train Station, it is not envisaged that this would leverage significant benefit from Government's Metronet investments. |

| | Criteria | 2a: MacMillan Integrated | 2b: MacMillan Admin | 2c: MacMillan Civic and Customer |
|---|---|---|---|---|
| | | 2 | 2 | 2 |
| Envt | **Environmental impact** | Greenstar applicable for entire new building at MacMillan. | Greenstar applicable for 2165m² new building at MacMillan,<br>Not applicable for 900m² of refurbishment works at 99 Shepperton Road. | Greenstar applicable for 900m² new building at MacMillan.<br>Not applicable for 2695m² of refurbishment works at 99 Shepperton Road. |
| | | 3 | 2 | 1 |
| Financial | **Capital cost (excludes fit out)** | <6 Storey building at MacMillan Precinct. | <6 Storey Building required for Administration at MacMillan. Limited structural works at 99 Shepperton Road for Civic and Customer Service. | <6 Storey building for Civic and Customer Service at MacMillan. Limited structural works at 99 Shepperton Rd for Administration. |
| | | 2 | 2 | 3 |
| | **Utilities Operating cost** | Creates a new Greenstar energy efficient building at MacMillan Precinct | Creates a new Greenstar energy efficient building with larger footprint at MacMillan for Administration; Maintains current inefficient building at 99 Shepperton Road for Civic and Customer Service | Creates a new Greenstar energy efficient building at MacMillan for Civic and Customer Service; Maintains current inefficient building with larger footprint at 99 Shepperton Road for Administration |
| | | 3 | 2 | 1 |
| | **Project risk** | Project would be consistent with traditional projects commercial, recreation, civic projects procured and delivered by the ToVP in the past. The value and scale of the project would be significant but not unique in the context of prior project delivery experience. Moderate Risk | Project would be consistent with traditional projects commercial, recreation, civic projects procured and delivered by the ToVP in the past. The value and scale of the project would be significant but not unique in the context of prior project delivery experience. Moderate Risk | Project would be consistent with traditional projects commercial, recreation, civic projects procured and delivered by the ToVP in the past. The value and scale of the project would be significant but not unique in the context of prior project delivery experience. Moderate Risk |
| | | 2 | 2 | 2 |
| | **Asset optimisation** | 99 Shepperton Road would be realisable.<br>Burswood Site may be realisable.<br>Would utilise land at MacMillan which is unlikely to be realisable.<br>Surplus underutilised land at Aqualife unlikely to be realisable.<br>Kent Street dwellings may be realisable however value is constrained due to heritage value and may have community value. | 99 Shepperton Road would not be realisable.<br>Burswood Site may be realisable.<br>Would utilise land at MacMillan which is unlikely to be realisable.<br>Surplus underutilised land at Aqualife unlikely to be realisable.<br>Kent Street dwellings may be realisable however value is constrained due to heritage value and may have community value. | 99 Shepperton Road would not be realisable.<br>Burswood Site may be realisable.<br>Would utilise land at MacMillan which is unlikely to be realisable.<br>Surplus underutilised land at Aqualife unlikely to be realisable.<br>Kent Street dwellings may be realisable however value is constrained due to heritage value and may have community value. |
| | | 3 | 1 | 1 |

| | Criteria | 2a: MacMillan Integrated | 2b: MacMillan Admin | 2c: MacMillan Civic and Customer |
|---|---|---|---|---|
| Operational | **Workplace facilities** | Assumed that all new development responds and integrates 'employer of choice' standards. Workforce would also have proximate access to recreation amenities. | Assumed that all new development responds and integrates 'employer of choice' standards. Workforce would also have proximate access to recreation amenities. Retention of 99 Shepperton for Civic and Customer Service functions. | Assumed that all new development responds and integrates 'employer of choice' standards. Retention of 99 Shepperton for Admin functions. |
| | | 3 | 3 | 2 |
| | **Accessibility - transport choice** | MacMillan - Albany Hwy is a District Distributor B, and high frequency bus route; 1155m from Carlisle Train Station; and 1971m from Causeway Bus Interchange. | MacMillan - Albany Hwy is a District Distributor B, and high frequency bus route; 1155m from Carlisle Train Station; and 1971m from Causeway Bus Interchange. 99 Shepperton - 740m from Causeway Bus Interchange; Shepperton Road is a Primary Distributor; Albany Hwy is a District Distributor B both are high frequency bus routes; 650m from Victoria Park Train Station. | MacMillan - Albany Hwy is a District Distributor B, and high frequency bus route; 1155m from Carlisle Train Station; and 1971m from Causeway Bus Interchange. 99 Shepperton - 740m from Causeway Bus Interchange; Shepperton Road is a Primary Distributor; Albany Hwy is a District Distributor B both are high frequency bus routes; 650m from Victoria Park Train Station. |
| | | 2 | 2 | 2 |
| | **Compliance** | yes | yes | yes |
| | | 3 | 3 | 3 |

## *APPENDIX D: MCA ANALYSIS - OPTIONS 3a, 3b, 3c*

| | Criteria | 3a: Aqualife Integrated | 3b: Aqualife Admin | 3c: Aqualife Civic and Customer |
|---|---|---|---|---|
| Strategic | **Land use/ place compatibility** | Land uses are broadly aligned however this area is subject to future planning. It is anticipated that more intensive, mixed land use in Precinct Planning Area 10 (Oats Street Station) will be sought.<br>There is already a significant ToVP/ community facility presence in this location. Further increasing the ToVP presence on Reserve land which cannot be developed for other activities is an opportunity, as it is an embedded daytime workforce. This could be considered at the expense of open space which may be difficult to provide elsewhere in the precinct.<br>There is also an opportunity for sale/redevelopment/reuse of 99 Shepperton to the benefit of the Victoria Park Town Centre. | Land uses are broadly aligned however this area is subject to future planning. It is anticipated that more intensive, mixed land use in Precinct Planning Area 10 (Oats Street Station) will be sought.<br>There is already a significant ToVP/ community facility presence in this location. Further increasing the ToVP presence on Reserve land which cannot be developed for other activities is an opportunity, as it offers an embedded daytime workforce, with a smaller footprint requirement than an integrated facility.<br>Retention of 99 Shepperton for Civic and Customer Service functions represents an underutilisation of this site, and of limited benefit to the Victoria Park Town Centre which would lose the daytime workforce volumes without the opportunity to attract another. | Land uses are broadly aligned however this area is subject to future planning. It is anticipated that more intensive, mixed land use in Precinct Planning Area 10 (Oats Street Station) will be sought.<br>There is already a significant ToVP/ community facility presence in this location. Further increasing the ToVP presence on Reserve land which cannot be developed for other activities is an opportunity, noting a significant footprint will be required, without workforce numbers. This could be considered at the expense of open space which may be difficult to provide elsewhere in the precinct.<br>Retention of 99 Shepperton for Admin functions represents an underutilisation of this site. |
| | | 2 | 1 | 1 |
| | **Catalytic capacity** | The catalytic capacity of a development at the Aqualife Centre is less certain based on the current patterns of land use and development. Large sites are occupied by TAFE, PTA and Western Power, beyond which land is fragmented and occupied for residential.<br>There is the potential to catalyse activity around 99 Shepperton when site freed up for future development. | The catalytic capacity of a development at the Aqualife Centre is less certain based on the current patterns of land use and development. Large sites are occupied by TAFE, PTA and Western Power, beyond which land is fragmented and occupied for residential.<br>Retention of 99 Shepperton for Civic and Customer Service functions is unlikely to offer any catalytic benefit. | The catalytic capacity of a development at the Aqualife Centre is less certain based on the current patterns of land use and development. Large sites are occupied by TAFE, PTA and Western Power, beyond which land is fragmented and occupied for residential.<br>Retention of 99 Shepperton for Admin is unlikely to offer any catalytic benefit. |
| | | 1 | 1 | 1 |
| | **Workforce planning** | Yes. Embedded design element | Yes. Embedded design element | Yes. Embedded design element |
| | | 3 | 3 | 3 |

| | Criteria | 3a: Aqualife Integrated | 3b: Aqualife Admin | 3c: Aqualife Civic and Customer |
|---|---|---|---|---|
| Political | **Iconic/ landmark facility** | Some opportunity to design an iconic / landmark facility, although constrained by the requirement to retain existing aquatic facilities. | Some opportunity to design an iconic / landmark facility, noting 99 Shepperton Road will still be required in its current form and aquatic facilities retained at Aqualife. | Some opportunity to design an iconic / landmark facility, noting 99 Shepperton Road will still be required in its current form and aquatic facilities retained at Aqualife. |
| | | 2 | 1 | 1 |
| Economic and social | **Community facilities** | Provision for multiuser facilities, noting location already offers community spaces and facilities.<br>A sale/private redevelopment of 99 Shepperton would likely not deliver community facilities to that location. | Community facilities distributed across two town centres within Precinct Planning Areas 6 (Albany Hwy) | Provision for multiuser facilities, noting location already offers community spaces and facilities, and admin at 99 Shepperton will not include multiuser facilities. |
| | | 2 | 3 | 2 |
| | **Economic place impact** | Anticipate low economic spend based on 157 staff @ Aqualife Precinct (low amenity) | Anticipate low economic spend based on 149 staff @ Aqualife Precinct (low amenity); plus 8 staff @ Shepperton Rd (moderate amenity) | Anticipate moderate economic spend based on 8 staff @ Aqualife Precinct (low amenity); plus 149 staff @ Shepperton Road (moderate amenity) |
| | | 1 | 1 | 2 |
| | **Leverages investment of others** | Would capitalise on the State Government Metronet investment around the Oats Street Station Precinct. Other than leveraging State Government investment, the largely residential environment suggests there will be limited opportunity to leverage benefits from private sector investment nearby. | Aqualife Would capitalise on the State Government Metronet investment around the Oats Street Station Precinct.<br>99 Shepperton Rd (Civic and Customer Service) There is unlikely be opportunities to leverage benefits from Vicinity investment through enhanced interface and access for customers at 99 Shepperton Road. Given the distance to the Train Station, it is not envisaged that this would leverage significant benefit from the State Government's Metronet investments. | Aqualife Would capitalise on the State Government Metronet investment around the Oats Street Station Precinct.<br>99 Shepperton Rd (Admin) There is unlikely be opportunities to leverage benefits from Vicinity investment through enhanced interface and access for staff at 99 Shepperton Road. Given the distance to the Train Station, it is not envisaged that this would leverage significant benefit from the State Government's Metronet investments. |
| | | 2 | 2 | 2 |
| Environment | **Environmental impact** | Greenstar applicable for entire new building at Aqualife. | Greenstar applicable for 2165m² new building at Aqualife.<br>Not applicable for 900m² of refurbishment works at 99 Shepparton Road. | Greenstar applicable for 900m² new building at Aqualife.<br>Not applicable for 2695m² of refurbishment works at 99 Shepparton Road. |
| | | 3 | 2 | 1 |

| | Criteria | 3a: Aqualife Integrated | 3b: Aqualife Admin | 3c: Aqualife Civic and Customer |
|---|---|---|---|---|
| Financial | **Capital cost (excludes fit out)** | <6 Storey Building required at Aqualife. | <6 Storey Building required for Administration at Aqualife. Limited structural works at 99 Shepperton Road for Civic and Customer Service. | <6 Storey building for Civic and Customer Service at Aqualife. Limited structural works at 99 Shepperton Rd for Administration. |
| | | 2 | 2 | 3 |
| | **Utilities Operating cost** | Creates a new Greenstar energy efficient building at Aqualife | Creates a new Greenstar energy efficient building with larger footprint at Aqualife for Administration; Maintains current inefficient building at 99 Shepperton Road for Civic and Customer Service | Creates a new Greenstar energy efficient building at Aqualife for Civic and Customer Service; Maintains current inefficient building with larger footprint at 99 Shepperton Road for Administration |
| | | 3 | 2 | 1 |
| | **Project risk** | Project would be consistent with traditional projects commercial, recreation, civic projects procured and delivered by the ToVP in the past. The value and scale of the project would be significant but not unique in the context of prior project delivery experience. Moderate Risk | Project would be consistent with traditional projects commercial, recreation, civic projects procured and delivered by the ToVP in the past. The value and scale of the project would be significant but not unique in the context of prior project delivery experience. Moderate Risk | Project would be consistent with traditional projects commercial, recreation, civic projects procured and delivered by the ToVP in the past. The value and scale of the project would be significant but not unique in the context of prior project delivery experience. Moderate Risk |
| | | 2 | 2 | 2 |
| | **Asset optimisation** | 99 Shepperton Road would be realisable and Burswood Site may be realisable.<br>Would utilise land at Aqualife which is unlikely to be realisable.<br>Surplus underutilised land at MacMillan unlikely to be realisable.<br>Kent Street dwellings may be realisable however value is constrained due to heritage value and may have community value. | 99 Shepperton Road would not be realisable. Burswood Site may be realisable.<br>Would utilise land at Aqualife which is unlikely to be realisable.<br>Surplus underutilised land at MacMillan unlikely to be realisable.<br>Kent Street dwellings may be realisable however value is constrained due to heritage value and may have community value. | 99 Shepperton Road would not be realisable. Burswood Site may be realisable.<br>Would utilise land at Aqualife which is unlikely to be realisable.<br>Surplus underutilised land at MacMillan unlikely to be realisable.<br>Kent Street dwellings may be realisable however value is constrained due to heritage value and may have community value. |
| | | 3 | 1 | 1 |
| Operational | **Workplace facilities** | Assumed that all new development responds and integrates 'employer of choice' standards. Workforce would also have proximate access to recreation amenities. | Assumed that all new development responds and integrates 'employer of choice' standards. Workforce would also have proximate access to recreation amenities.<br>Retention of 99 Shepperton for Civic and Customer Service functions. | Assumed that all new development responds and integrates 'employer of choice' standards. Retention of 99 Shepperton for Admin functions. |
| | | 3 | 3 | 2 |

| | Criteria | 3a: Aqualife Integrated | 3b: Aqualife Admin | 3c: Aqualife Civic and Customer |
|---|---|---|---|---|
| | **Accessibility - transport choice** | Aqualife - Shepperton Road is a Primary Distributor road and high frequency bus route; 350m to Oats Street Train Station; which includes Circle Route bus. | Aqualife - Shepperton Road is a Primary Distributor road and high frequency bus route; 350m to Oats Street Train Station; which includes Circle Route bus.<br>99 Shepperton - 740m from Causeway Bus Interchange; Shepperton Road is a Primary Distributor; Albany Hwy is a District Distributor B both are high frequency bus routes; 650m from Victoria Park Train Station. | Aqualife - Shepperton Road is a Primary Distributor road and high frequency bus route; 350m to Oats Street Train Station; which includes Circle Route bus.<br>99 Shepperton - 740m from Causeway Bus Interchange; Shepperton Road is a Primary Distributor; Albany Hwy is a District Distributor B both are high frequency bus routes; 650m from Victoria Park Train Station. |
| | | 2 | 2 | 2 |
| | **Compliance** | yes | yes | yes |
| | | 3 | 3 | 3 |

## *APPENDIX E: MCA ANALYSIS - OPTIONS 4a, 4b, 4c*

| | Criteria | 4a: Burswood Integrated | 4b: Alternative Delivery | 4c: MacMillan / Aqualife Distributed |
|---|---|---|---|---|
| Strategic | **Land use/ place compatibility** | Land uses are aligned with the objectives for Precinct Planning Area 2 (Burswood South) i.e., significant growth of dwellings and commercial/office space, noting that desired planning outcomes have not yet been achieved in this area, despite planning being in place.<br>There is also an opportunity for sale/redevelopment/reuse of 99 Shepperton to the benefit of the Victoria Park Town Centre. | Site not specified. Assumed only sites that align with land use direction would be entertained. | Land uses are broadly aligned for both Precinct Planning Areas 6 (Albany Hwy) and 10 (Oats Street Station).<br>There is already a significant ToVP/ community facility presence in both of these locations.<br>Increasing the ToVP presence on Reserve land in both locations which cannot be developed for other activities is an opportunity.<br>This could be considered at the expense of open space which may be difficult to provide elsewhere in the precinct.<br>There is also an opportunity for sale/redevelopment/reuse of 99 Shepperton to the benefit of the Victoria Park Town Centre. |
| | | 2 | 3 | 3 |
| | **Catalytic capacity** | There is considerable development potential within the surrounding area, and particularly surrounding the Burswood train station. A ToVP development is not, expected to catalyse this development, however may catalyse precinct structure planning for the Burswood Carpark.<br>There is the potential to catalyse activity around 99 Shepperton when site freed up for future development. | Site not specified, and this criterion cannot be assessed. | There is scope for further development of the Hawaiian owned Park Centre, and redevelopment potential for a number of sites fronting Albany Hwy between Sussex and Kent Streets, including 707-709 Albany Hwy, owned by ToVP. These are likely to be catalysed by the plans for MacMillan redevelopment at any rate, however offering an embedded workforce to this area is likely to further catalyse.<br>The catalytic capacity of a development at the Aqualife Centre is less certain based on the current patterns of land use and development. Large sites are occupied by TAFE, PTA and Western Power, beyond which land is fragmented and occupied for residential.<br>There is the potential to catalyse activity around 99 Shepperton when site freed up for future development. |
| | | 2 | - | 2 |

| | Criteria | 4a: Burswood Integrated | 4b: Alternative Delivery | 4c: MacMillan / Aqualife Distributed |
|---|---|---|---|---|
| | **Workforce planning** | Yes. Embedded design element | Yes. Embedded design element | Yes. Embedded design element |
| | | 3 | 3 | 3 |
| Political | **Iconic/ landmark facility** | Site positioned for significant exposure on activity corridor, offers opportunity to design an iconic / landmark facility. | Site not specified. Partnership may result in reduced control over development outcomes. | Site position and integration with broader MacMillan Precinct redevelopment offers opportunity to design an iconic / landmark facility, with some opportunity to also design similar landmark at Aqualife. |
| | | 3 | 2 | 3 |
| Economic and social | **Community facilities** | Provision for multiuser facilities.<br>A sale/private redevelopment of 99 Shepperton would likely not deliver community facilities to that location. | Provision for multiuser facilities.<br>A sale/private redevelopment of 99 Shepperton would likely not deliver community facilities to that location. | Provision for multiuser facilities, noting location already offers community spaces and facilities.<br>A sale/private redevelopment of 99 Shepperton would likely not deliver community facilities to that location. |
| | | 3 | 2 | 2 |
| | **Economic place impact** | Anticipate moderate economic spend based on 157 staff @ Burswood Reserve (moderate amenity) | Anticipate moderate economic spend based on 157 staff @ site undetermined (moderate amenity) | Anticipate low-moderate economic spend based on<br>8 staff @ MacMillan Precinct and 149 staff at Aqualife Precinct<br>OR<br>8 staff @ Aqualife Precinct and 149 staff @ MacMillan Precinct |
| | | 2 | 2 | 2 |
| | **Leverages investment of others** | Would capitalise on the State Government Metronet investment due to its proximity to the Burswood Station.<br>However, while a number of potential developments (residential/commercial) are planned for the area, ToVP is unlikely to leverage any additional benefits from private sector or other nearby planned investments, noting a development application has been submitted for the adjoining site (23 storeys) which may add value to possible ToVP development. | This model is designed to specifically leverage the investment of partners. | Aqualife Would capitalise on the State Government Metronet investment around the Oats Street Station Precinct.<br><br>MacMillan This would also leverage planned investment from the ToVP as part of the planned MacMillan Redevelopment to deliver potential cost savings and benefits.<br>There is ongoing consideration for further activation and enhancement of the Park Shopping Centre by Hawaiian Group.<br>Alignment of investment and design may leverage benefits for the project through |

| | Criteria | 4a: Burswood Integrated | 4b: Alternative Delivery | 4c: MacMillan / Aqualife Distributed |
|---|---|---|---|---|
| | | | | improved access to infrastructure/services and/or enhanced interface and access for customers and staff. |
| | | 2 | 3 | 3 |
| Envt | **Environmental impact** | Greenstar applicable for entire new building at Burswood. | Greenstar applicable for entire new building at Alternative Site. | Greenstar applicable for 2165m² new Admin building at Aqualife or MacMillan<br>Greenstar applicable for 900m² new Civic and Customer Service building at Aqualife or MacMillan. |
| | | 3 | 3 | 3 |
| Financial | **Capital cost (excludes fit out)** | Development 10 plus Storey Building at Burswood. | Assumes low capital cost as ToVP may choose to take long term lease option. | Assumes potentially two <6 Storey buildings at MacMillan and Aqualife for Administration and Civic and Customer Service. |
| | | 1 | 3 | 2 |
| | **Utilities Operating cost** | Creates a new Greenstar energy efficient building at Burswood | Creates a new Greenstar energy efficient building | Creates two new Greenstart energy efficient buildings at Aqualife and MacMillan but with larger footprint across two locations |
| | | 3 | 3 | 2 |
| | **Project risk** | Full utilisation of site may require development of 10+ storey development. Project would bring a unique level of risk for the ToVP in terms of scale, value and development complexity. High Risk | A project of this nature would bring a unique level of risk for the ToVP in terms of procurement, negotiation requirements, potentially scale, value and development complexity. High Risk | Project would be consistent with traditional projects commercial, recreation, civic projects procured and delivered by the ToVP in the past. The value and scale of the project would be significant but not unique in the context of prior project delivery experience. Moderate Risk |
| | | 1 | 1 | 2 |
| | **Asset optimisation** | Burswood site not be realisable.<br>99 Shepparton Road would be realisable.<br>Surplus underutilised land at MacMillan and Aqualife is unlikely to be realisable.<br>Kent Street dwellings may be realisable however value is constrained due to heritage value and may have community value. | 99 Shepperton Road would be realisable<br>Burswood may be realisable.<br>Surplus underutilised land at MacMillan and Aqualife unlikely to be realisable.<br>Kent Street dwellings may be realisable however value is constrained due to heritage value and may have community value. | 99 Shepperton Road would be realisable.<br>Burswood may be realisable.<br>Would utilise land at MacMillan and Aqualife which is unlikely to be realisable.<br>Kent Street dwellings may be realisable however value is constrained due to heritage value and may have community value. |
| | | 2 | 3 | 3 |

| | Criteria | 4a: Burswood Integrated | 4b: Alternative Delivery | 4c: MacMillan / Aqualife Distributed |
|---|---|---|---|---|
| Operational | **Workplace facilities** | Assumed that all new development responds and integrates 'employer of choice' standards | Assumed that all new development responds and integrates 'employer of choice' standards. | Assumed that all new development responds and integrates 'employer of choice' standards. Workforce would also have proximate access to recreation amenities. |
| | | 2 | 2 | 3 |
| | **Accessibility - transport choice** | Burswood - Great Eastern Highway is a Primary Distributor road and high frequency bus route; 300m to Burswood Train Station | Site not specified, and this criterion cannot be assessed. | MacMillan - Albany Hwy is a District Distributor B, and high frequency bus route; 1155m from Carlisle Train Station; and 1971m from Causeway Bus Interchange.<br>Aqualife - Shepperton Road is a Primary Distributor road and high frequency bus route; 350m to Oats Street Train Station; which includes Circle Route bus. |
| | | 2 | - | 2 |
| | **Compliance** | yes | yes | yes |
| | | 3 | 3 | 3 |

## Expression of Interest - Macmillan Precinct Masterplan Working Group

| FIRST | LAST | SCORE | RANK |
|---|---|---|---|
| Madlen | Jannaschk | 97% | 1 |
| Maxine | Boyd | 94% | 2 |
| Talia | Turner | 93% | 3 |
| Michael | Cardy | 93% | 4 |
| Dave | Lindner | 87% | 5 |
| Leanne | Hampson | 87% | 6 |
| Jordan | Busher | 85% | 7 |
| Ana | Requejo | 81% | 8 |
| Margot | Hayes | 81% | 9 |
| Leonie | Perovic | 81% | 10 |
| Tracy | Rainford | 80% | 11 |
| Curtis | Mckinley | 79% | 12 |
| Farbod | Zare | 76% | 13 |
| Kristy | Bizzaca | 74% | 14 |
| Karl | Williams | 73% | 15 |
| Felix | Attard | 70% | 16 |
| Sean | Overend | 69% | 17 |
| Chloe | Leow | 67% | 18 |
| Guiseppe (Joe) | Martelli | 64% | 19 |
| Jeremy | Blank | 61% | 20 |

| Stage 3 - Masterplan | | | | |
|---|---|---|---|---|
| **Macmillan Precinct Masterplan Working Group** | **Meeting Topic** | **Day** | **Date** | **Time** |
| **Stage 3.0 - Working Group Establishment** | | | | |
| Working Group Meeting #1 | Project Kickoff & ToR | Thursday | 01/07/2021 | 5:00PM |
| **Stage 3.1 - Design Brief** | | | | |
| Working Group Meeting #2 | Intro + Design Brief | Thursday | 05/08/2021 | 5:00PM |
| **Stage 3.2 - Bowls and Hub Option Selection** | | | | |
| Working Group Meeting #3 | MCA Discussion | Thursday | 02/09/2021 | 5:00PM |
| Working Group Meeting #4 | Design Options Exploration | Thursday | 07/10/2021 | 5:00PM |
| Working Group Meeting #5 | Schematic Options, Costs, MCA Assessment + Findings | Thursday | 04/11/2021 | 5:00PM |
| Working Group Meeting #6 | Preferred Option/Design Direction | Thursday | 02/12/2021 | 5:00PM |

# Macmillan Precinct Masterplan Working Group

**Terms of reference**

## Purpose and objective

The purpose of the Macmillan Precinct Masterplan Working Group (the group) is to guide the progression of 'Stage 3 – Masterplan' of the Macmillan Precinct Redevelopment Project, with the objective of delivering the Masterplan Report for Council consideration by December 2022.

## Scope

In line with the Town's GEN6 Public Participation Policy, the level of participation from the group is up to 'Collaborate'. This means that the Town, Elected Members and Community Members will partner in each aspect of the decision making process throughout 'Stage 3 – Masterplan' of the Macmillan Precinct Redevelopment Project.

Specifically the group will be actively involved in providing feedback, workshopping and endorsing the approach at key stages of the project. These include but are not limited to:

a) Input into the Bowls Club and Community Hub Design Brief;
b) Input into the Design Options Exploration of the Bowls Club and Community Hub;
c) Input into the Schematic Options, Costs, Multi-Criteria Assessment and findings of the above design options;
d) Input and recommendation on the preferred option and design direction of the Bowls Club and Community Hub;
e) Input and recommendation on the design development of the Bowls Club, Community Hub and Wider Precinct; and
f) Input into the draft Masterplan Report.

## Term

To ensure that the group continues to be fit-for-purpose and remain meaningfully engaged, members of the group will be appointed for the full duration of 'Stage 3 – Masterplan' up to 23 December 2022, with an option to extend the term a further 12 months.

Members have the option to exit the group at any time at their own discretion. If a member exits the group the Town may invite a replacement based upon submissions from a previous EOI process or re-advertise the position at the Town's discretion.

## Membership

The group shall be comprised of:

a) Minimum two (2), maximum three (3) elected members
b) Minimum four (4), maximum six (6) community members
c) Up to four (4) Town officers, including the minutes secretary.

All memberships expire at the end of the group's term.

## Roles and responsibilities

Each member of the group is responsible for attending meetings, reviewing relevant material to enable informed discussion, and making timely decisions/actions to progress the objectives of the group.

Each member is expected to abide by the Town's Code of Conduct, to have open and honest discussions and to treat each member with due courtesy and respect.

In addition to these, the specific roles for each membership type are as follows:

d) Elected members are responsible for ensuring that the group adheres to the direction set by Council, contributing from a Town-wide perspective, and ensures that delivery of the group's objective – [to be altered depending on agreement from group]
e) Community members are responsible for contributing to the delivery of the group's objectives within the scope of their skills, knowledge and capabilities – [to be altered depending on agreement from group]
f) Officers are responsible for conducting necessary research as required by the group, providing professional advice, and for administering its meetings.
g) Guests will be invited to the group on occasion and will be responsible for presenting, facilitation or provide independent representation of stakeholders.

## Meeting procedures

The group will elect a presiding member and deputy presiding member at its first meeting. The presiding member will be the person consulted on the day-to-day operations of the group and its required preparations, including the agenda, for its next meeting.

The group will meet as per the attached meeting schedule or as required, upon the calling of the meeting by the presiding member.

A meeting quorum will be at least 50% of the participating members of the group. Decisions are to be made by consensus (i.e. members are satisfied with the decision even though it may not be their first choice). If not possible, the presiding member can make the final decision.

If a member is unable to attend the meeting, they must advise the presiding member as soon as reasonably practicable.

The agenda and minutes of the meeting are to be prepared by the Town, as follows:

a) The agenda will be distributed no later than three working days before the meeting on the Town's website.
b) The minutes will be distributed no later than five working days after the meeting on the Town's website.
c) Both the agenda and minutes are to be developed in the prescribed form.

## Reporting

The group is expected to report to Council, in accordance with Policy 101 Governance of Council Advisory and Working Groups.



# KENT STREET SAND PIT

## COMMUNITY CONSULTATION REPORT

April 2021

TOWN OF VICTORIA PARK

emerge ASSOCIATES



PREPARED BY

emerge ASSOCIATES

FOR

TOWN OF VICTORIA PARK

| REVISION | DATE | ISSUE OR AMENDMENT | BY | REVIEWED |
|---|---|---|---|---|
| A | 30/04/2021 | ISSUE FOR COMMUNITY CONSULTATION | PMA | PMA |
| B | 12/05/2021 | COUNCIL REVIEW | PMA | PMA |
| C | 17/05/2021 | COUNCIL REVIEW | PMA | PMA |

# INTRODUCTION

## The Project

In 2019, in response to a community petition, Council endorsed the preparation of Phase 1: Design Opportunities and Considerations Report to investigate rehabilitate and revegetate the Kent Street Sand Pit.  The project aims to direct the future management of the reserve, restoring the natural environment and enhancing the community connections to the space.

The site is zoned for parks and recreation under the Metropolitan Region Scheme (MRS) and, due to the sites' history as a landfill site, is classified as 'remediated for restricted use' under the Contaminated Sites Act 2003. These considerations limit the options for redevelopment of the site.  Fortunately, the previous decisions of the Town of Victoria Park Council, consultation with the Town of Victoria Park representatives and key local stakeholder strongly indicated a preference for the establishment of a relatively informal, conservation-oriented area of public open space within the site.

Th Phase 1 reort scoped the various considerations, constraints and subsequent opportunities that exist for the site, namely utilising the site for passive recreational and cultural purposes, with revegetation being a strong focus and creating a significant amenity for the Town's community and visitors.

Phase 2 seeks to develop Concept Plans for the Kent Street Sand Pit site which guide the design direction of natural spaces in this urban area in an economically realistic, respectful of the natural environmental values and maximising the value and opportunity that community connection to natural spaces provides. The expectation is to develop three concept plans with increasing infrastructure and user experience with each developed plan.

To enable the concept plans to evolve, a community consultation strategy was programmed to determine what options are explored for the site. This included:

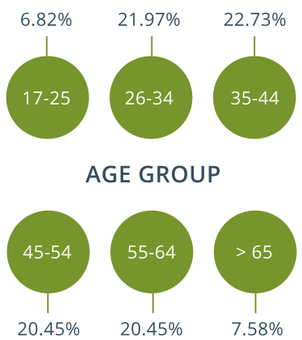
- Digital engagement through the Town of Victoria Parks  'Your Thoughts' platform closed 22 March 2021.
- Stakeholder engagement of the Mindeera Advisory Group, UFS Working Group, Friends of Jindarup Bushland, Town of Vic Park Staff and community.
- Site walk with community interest groups held on the 24 March 2021.
- Two consultation workshops with both the Community and the Town of Victoria Park team held on the 24 March 2021.

The following document outlines the outcomes of the consultation and proposes the concept plans derived by this process  for the next round of community consultation.



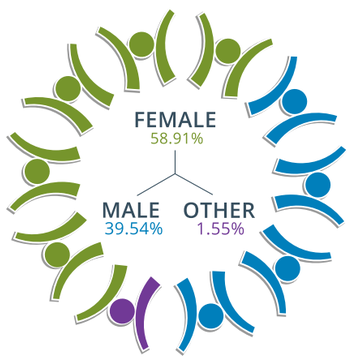
# DIGITAL ENGAGEMENT

### What age are you?




132 responses

### What gender do you identify as?




129 responses

### What suburb do you reside in?




132 responses

### Relationship to the Town of Victoria Park?




132 responses

### What is most important to you?




Above figures are number of times preference appeared in top 3 priorities from 129 responses

## What does this project need to give a high-level experience?

- Respect for the broader community wishes.
- I feel something that brings different people from the community together.
- More extensive native bushland with walking trails, to complement neighbouring reserve.
- Sensitive design that doesn't overpower natural beauty.
- Variety of uses - to walk, to gather, to experience nature.
- Tranquil water feature.
- Ecological infrastructure / education, cultural engagement, universal access.
- Conservation plus community involvement/use.
- Dog access, hills.
- As per the Council decision of 2019, the entire area should be revegetated and rehabilitated to replicate Kensington Bushland (as per George St Reserve). There should also be lots of large cockatoo-food and roosting trees even if these are not endemic to the site.
- A water park!
- A usable space like Braithwaite park or volcano park, vegetation, accessible, nature play and cafe, bbq's and accessible toilets.
- Bike trails and tree plantings to enhance the trail. All ages obstacle course with fun and balance in mind.
- A dedicated dog exercise course.
- Thorough engagement with local Indigenous groups to get input from them on what they want, opportunities for learning about the history of the area and its use in the past.
- Educational features for children and adults regarding the natural environment (flora, fauna, soils, etc.).
- As much native bushland as possible, protection of rainbow bee eater nesting sites, low noise. Lots of native trees. Visibility demonstrating Noongar connections with the local environment - in the form of signage or perhaps artworks names of birds, plants, Noongar 6 seasons.
- Shade, grass, drinking water access.
- Walking trails, great natural vegetation, more encouragement for native species to thrive.
- Coffee and a bathroom. Can’t take kids to a park with no toilet - it’s a disaster waiting to happen.
- A high-quality nature play area.
- To be modelled along the lines of some of the wonderful community bushland parks in Kings Park or Fremantle-such as Booyemba or the Banksia Walks etc in KP. The rehousing of some art (in bushland near Berwick St and Devenish St - could be included in keeping with the bushland walk would be great too.
- Given the increasing loss of native vegetation within urban settings, and the benefits they have for both local biodiversity and human wellbeing this is the most important aspect of the project.
- Ongoing money for maintenance such as weed control.
- Simplicity.
- To be nature-focussed. The Kent St bushel and is the best area of reman at bush land in Vic Park - it is small but is our equivalent of Kings Park. The project should build on that and aim to enhance the bush land area for wildlife and flora.
- Good quality walking trails, not bitumen.... use gravel not sand.
- More nature. It would be nice to have a pond or lake!
- Activities for children of all ages and facilities to accompany that make the space attractive to families encouraging extended stay and play.
- Something uniquely local and a mix of old and new. Educational and fun. Maybe something that pays tribute to local Aboriginal culture and modern society coexisting.
- Different spaces for different groups to use, not a continuous open space surrounded by trees.

# DIGITAL ENGAGEMENT

- To increase the amount of cocky food and habitat. The pine trees are always under attack for 1 reason or another. The birds big and small need more natural vegetation. It takes 40years for a marri to grow big enough to support a cocky, banksia take 6 years to flower, hakea similar time frame. During the development of Lathlain, the large clump of Australia Christmas trees was destroyed, these are very hard to grow and harder to propagate.
- Revegetation of plants native to the area to encourage local fauna and expand the urban tree canopy.
- This question is very vague. do you mean the process or the park itself? i think it would need to have strong environmental outcomes.
- Remove the fences, introduce themes similar to King's Park naturescape. Bring people to the area as an experience.
- Connection to country.
- The vision is a 'copy and paste' approach: copy the natural banksia woodland vegetation from the bush forever Kensington Bushland site and paste it into the Kent Street sandpit - provide habitat, food and shade for birds, fauna and humans.
- Improvement of birdlife habitats given that a lot of larger trees on private properties in the area are being removed and reducing food and roosting options for black cockatoos.
- Lots of native vegetation to encourage insects and birds.
- Lots of native vegetation to encourage insects and birds.
- Including information panels on indigenous life in the area.
- Revegetation and restoration of the bushland not unlike Kensington Bushland. Wireless Hill is a good example also.
- Walking trails, installation art.
- Passive recreation areas incorporating walking trails and picnic areas.
- Youth engagement.
- Amphitheatre for local education and entertainment.
- Revegetation for native birds.
- An escape from roads buildings and cars.
- a forward-thinking plan, a place to save endangered species.
- High quality will be achieved if the area maintains and improves habitat for native birds, plants and animals, so all people can enjoy a close encounter with the natural world, all within the Town of Victoria Park.
- Trees and wildflowers.
- Incorporate local community.
- Interactive natural activities to immerse in natural environmental experiences.
- To be a beautiful extension of the current Jiradup bushland. Linking walk trails.
- Ensuring the space is designed as a dementia/ageing friendly space.
- Bushland restoration with black cockatoo foraging habitat.
- Carefully selected native vegetation to support local birds and other wildlife.
- A wide variety of bird attracting plants and water features.
- Somewhere to walk and look at nature.
- Strong integration with Kensington Bushland (purposeful trails, consistent planting supporting fauna, continuation of educational signage and low fencing to aid conservation goals) and informal seating to encourage use by schools and other groups for educational purposes.
- Protection of local flora and fauna.
- A bird watching lookout.
- Focus on use by native animals and plants rather than humans.
- Interconnection with the surrounding bushland sites.
- Emphasis on enhancing bushland vegetation to withstand effects of drought and dieback.
- Opportunities for local organisations to get involved/ use the space (schools etc).
- A large component of native vegetation.
- environmental expert input on best sustainable green space use that is aesthetically appealing.
- A unique 'feel' within the town.
- Even footpaths, and overall supports the flora and fauna.
- Naturescape with pond/birdbaths for wildlife and a quiet sitting area to watch. Kids already have a playground/BBQ area at the park.
- Playground, walking trails and vegetation.
- Secluded bushland, future black cockatoo roosting canopies.
- Clearly communicated and curated experience.
- Make it something unique and different that draws people in.
- An even stronger focus on the natural environment and increasing the value of the area for native species, to provide an immersive experience of natural bushland in the middle of suburbia.
- Amphitheatre.
- Naturescape playground, water and picnic facilities.
- Necessary protection of the vegetation, including clear boundaries like Kensington Bushland reserve.
- Native bushland.
- Potential space to allow for seasonal wetland, if possible. Definitely include the nesting space for the bee-eaters. More food for native fauna!
- Simplicity at its finest, restored vegetation which attracts native fauna.
- Dedicated exercise and agility area for dog walkers to encourage them to move away from toileting their dogs on recreational and sporting green spaces.
- Personally, I want just lots of trees and to see more birds using the space in particular the cockatoos.
- Having an attraction other suburb talk about and are envious of.
- Shade and cool spaces.
- Informal seating, shade, water.
- Walking paths.
- Provide a place for additional walking trails and dog exercise area, away from sporting fields.
- Extending the Jirdarup Bushland with bushland restoration in the Sand pit to increase the habitat of the endangered black cockatoos with walking trails.
- Tall trees, native wildlife, strong biodiversity.
- Well established and variable local bushland (trees, shrubs, flowers) that have some meandering paths and some areas for picnics or gatherings.
- Revegetation bush land trees.
- Heritage charm.
- Places to encourage wildlife and birds and placed to view those birds. Focus on habitat for animals rather than for people.
- Native flora and fauna, good upkeep, and appropriate measures to ensure community safety in using the area.
- Innovative hardscaping, seating, internal fencing made out of recycled and repurposed materials.
- An ecological connection in its flora and fauna with the neighbouring Threatened Ecological Community at Kensington Bushland.

# WORKSHOP FACILITATION

## Workshop 1 Town Staff

13 participants

On Tuesday morning 23rd March 2021 staff from Emerge Associates facilitated an internal council technical officer workshop with select Town of Victoria Park technical officers.

## Workshop 2 Community

14 participants*

*30 community members invited*

On Tuesday evening, 23rd March 2021 staff from Emerge Associates facilitated a community consultation workshop with community stakeholders and members who expressed an interest in attending through undertaking the Town of Victoria Parks 'Your Thoughts' digital survey.

Prior to the commencement of the workshop number 2, participates had the option to attend a site tour of Kent Street Sand Pit site.

## Outcomes

In the context of the project intent, the participants in both workshops were challenged to think about what they would like to see and experience at the Kent Street Sand Pit site. This extended from experiences to material selection. To develop the three concepts, a baseline expectation of the amenity was established. From here additional enhancement and user experiences were tabled with informed the differences in the alternate concept plans.

The adjacent content describes these outcomes.

You said:

"Please extend the **Kensington bush land** for all to enjoy and to **encourage wildlife** into our suburb

"Thanks for all the **hard work** that goes into **creating a better community** for us all

"Please keep it as **green space** accessible to all

"A name . . . **The Flowerbowl**

"I believe the project presents a great **opportunity** to create not only an iconic revegetation area, not only for the residents of the **Town of Victoria Park** but also for the state of WA

"I would like to see **Aboriginal history**

"Make the **bold decision** and make it **for the future.** Don't scrimp - it will show

"Glad to **bring down the fences** and provide **access to all**

# WORKSHOP FACILITATION

## CULTURE AND EDUCATION

| | |
|---|---|
| Common Thoughts | • Cultural experience, local Aboriginal experience and stories, interpretive spaces, truth telling |
| Town Staff Workshop | • Stimulating education with vegetation focus<br>• History / connection to the space and land through information<br>• Indigenous information (seasons, plants, etc)<br>• High quality education experience of flora and fauna<br>• Incorporated art that speaks of place |
| Community Workshop | • Education centre<br>• Planting showcase for homes ie. backyard / verge |

## EXPERIENTIAL

| | |
|---|---|
| Common Thoughts | • Experience of immersion and escape |
| Town Staff Workshop | • Sense of delight<br>• High quality natural experiences, disconnection from city<br>• Sensory experience<br>• Dark night experience |
| Community Workshop | • Places to stop and reflect |

## FLORA / FAUNA / ENVIRONMENT

| | |
|---|---|
| Town Staff Workshop | • Different vegetation zones and experiences<br>• Wildflower displays<br>• Fauna capture cameras<br>• Bird waterers / hides |
| Community Workshop | • Large scale native bushland / native habitat<br>• Interaction with flora and fauna<br>• Large trees<br>• Wetland and water experience<br>• Wildlife corridors<br>• Conservation<br>• Protection for cockatoos and fauna |

## FUNCTION AND MATERIALS

| | |
|---|---|
| Common Thoughts | • Amphitheatre with power / performance space |
| Town Staff Workshop | • High quality universal access parks<br>• Elevated pathways / boardwalk<br>• Experimental sustainable design and materials<br>• Shade<br>• Access to power<br>• Drainage areas<br>• Tree lighting |
| Community Workshop | • Shared access<br>• Signage |

## ACTIVITY

| | |
|---|---|
| Common Thoughts | • Bike tracks / cycle network<br>• Shaded passive recreation and seating<br>• Walking trails |
| Town Staff Workshop | • Unstructured play |
| Community Workshop | • Youth activities / access<br>• Nature play area / creek element<br>• Picnic area |

# CONCEPT PLAN




LEGEND

- Extent of Works
- Conservation Fencing
- Primary path network
- Secondary path network
- (1) Mounding
- (2) Stairs to entry path
- Primary entry point, car park and bike parking provision
- Secondary access and viewing opportunity
- Feature Node (Interpretive signage & seating area)
- Rainbow bee-eater nesting sites
- Existing trees
- Proposed trees (indicative only)

RESTORATION AREAS

- Woodland vegetation
- Shrubland vegetation
- Forest vegetation
- Open understory to be refined in detail design

## DESIGN INTENT:

- Provision of shaded walking trails and revegetation to match that provided at Kensington Bushland.
- Revegetation of trees to contribute to Town of Victoria Park urban tree canopy targets.
- Plant and tree selection to provide shade , act as a food source and attract birds and fauna.
- All paths to be suitable for universal access.
- Earth mounding to create interest.
- Provide all abilities connections to Kensington Bushland and Harold Rossiter Park.
- Provide seating opportunities.
- Provide interpretive signage and wayfinding.
- Central structure acting as educational space.
- Removal of external fencing and provision of fencing to the outer loop path.
- Feature elements may include boot cleaners, bird waterers and bird hides.

# DESIGN INTENT




**SECTION A**
**NOT TO SCALE**

EXPERIENCE


ALL ABILITIES ACCESS


WALKING TRAILS


EDUCATIONAL OPPORTUNITY


BIRD WATCHING


INCIDENTAL PLAY


DARK NIGHT EXPERIENCE


CULTURAL EXPERIENCES

MATERIALS


STABILISED PATHS


LOW KEY FURNITURE


MINIMAL FENCING



CLEAR WAY FINDING


FAUNA ATTRACTING PLANTS


GATHERING AREA


REVEGETATION

# CONCEPT PLAN




LEGEND

- Extent of Works
- Conservation Fencing
- Primary path network
- Secondary path network
- (1) Amphitheatre
- (2) Mounding
- (3) Stairs to entry path
- Primary entry point, car park and bike parking provision
- Secondary access and viewing opportunity
- Feature Node (Interpretive signage & seating area)
- Rainbow bee-eater nesting sites
- Existing trees
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- Revegetation of trees to contribute to Town of Victoria Park urban tree canopy targets
- Plant and tree selection to provide shade, act as food source and attract birds and fauna.
- All paths to be suitable for universal access.
- Earth mounding to create interest.
- Provide all ability connections to Kensington Bushland and Harold Rossiter Park.
- Provide seating opportunities.
- Provide interpretive signage and wayfinding.
- Central structure acting as gathering place.
- Removal of external fencing and provision of fencing to the outer loop path.

**Additionally:**

- Provision of amphitheatre for education opportunities.
- Provision of informal low level nature play elements.
- Inclusion of secondary path network.
- Inclusion of picnic settings.
- Feature elements may include boot cleaners, bird waterers and bird hides.

# DESIGN INTENT




**SECTION A**
**NOT TO SCALE**

EXPERIENCE


ALL ABILITIES ACCESS


WALKING TRAILS


EDUCATIONAL OPPORTUNITY


BIRD WATCHING


INCIDENTAL PLAY


DARK NIGHT EXPERIENCE


CULTURAL EXPERIENCES

MATERIALS


STABILISED PATHS


LOW KEY FURNITURE


MINIMAL FENCING



CLEAR WAY FINDING


FAUNA ATTRACTING PLANTS


GATHERING AREA


REVEGETATION

FEATURES


BIRD HIDE


CLEAR WAY FINDING


LOW LEVEL AMPHITHEATRE


SEMI-STRUCTURED PLAY

# CONCEPT PLAN




## DESIGN INTENT:

- Provision of shaded walking trails and revegetation to match that provided at Kensington Bushland.
- Revegetation of trees to contribute to Town of Victoria Park urban tree canopy targets
- Plant and tree selection to provide shade, act as food source and attract birds and fauna.
- All paths to be suitable for universal access.
- Earth mounding to create interest.
- Provide all ability connections to Kensington Bushland and Harold Rossiter Park.
- Provide seating and picnic opportunities.
- Provide interpretive signage and wayfinding.
- Central structure acting as gathering space.
- Removal of external fencing and provision of fencing to the outer loop path. Provision of amphitheatre for education opportunities.
- Expanded secondary path network

**Additionally:**

- Inclusion of a semi-structured nature play space located near the education opportunities.
- Provision of additional walkway through the ridgeline providing views back over the site.
- Provision of an area for fitness opportunities, located near amphitheatre with good access.
- Inclusion of boardwalk over low level basin as an alternate pedestrian experience.
- Public art opportunities reflective of the natural setting.
- Feature elements may include boot cleaners, bird waterers and bird hides.

# DESIGN INTENT




**SECTION A**
**NOT TO SCALE**
WETLAND



**SECTION B**
**NOT TO SCALE**
PATH
RESTORATION AREA
PATH
RESTORATION AREA

EXPERIENCE


ALL ABILITIES ACCESS


WALKING TRAILS


EDUCATIONAL OPPORTUNITY


BIRD WATCHING


INCIDENTAL PLAY


DARK NIGHT EXPERIENCE


CULTURAL EXPERIENCES

MATERIALS


STABILISED PATHS


PICNIC AREA


MINIMAL FENCING


CLEAR WAY FINDING


FAUNA ATTRACTING PLANTS


GATHERING AREA


REVEGETATION

FEATURES


BIRD HIDE


LOW LEVEL AMPHITHEATRE


LOW KEY DECKING


FEATURE ART


SEMI-STRUCTURED PLAY


LOW KEY FITNESS OPPORTUNITY


ADDITIONAL SHELTER

# SUMMARY TABLE

| | BRONZE | SILVER | GOLD |
|---|---|---|---|
| Connection to Kensington Bushland (disabled ramp access) | ✓ | ✓ | ✓ |
| Connection to Harold Rossiter Park | ✓ | ✓ | ✓ |
| Shaded walking trails, universal access path network | ✓ | ✓ | ✓ |
| Secondary path network, universal access | ✗ | ✓ | ✓ |
| Path located along ridgeline | ✗ | ✗ | ✓ |
| Boardwalk with handrail over low level basin | ✗ | ✗ | ✓ |
| Viewing opportunities | ✓ | ✓ | ✓ |
| Removal of external fencing and provision of fencing to outer loop path | ✓ | ✓ | ✓ |
| Revegetation to match that provided at Kensington Bushland | ✓ | ✓ | ✓ |
| Revegetation of trees to contribute to Town of Victoria Park urban tree canopy targets | ✓ | ✓ | ✓ |
| Revegetation to provide shade, act as a food source and attract birds and fauna | ✓ | ✓ | ✓ |
| Planting zones based on AS3959 vegetation classifications | ✓ | ✓ | ✓ |
| Earth mounding to create interest | ✓ | ✓ | ✓ |
| Protection of Rainbow Bee-eater nesting site | ✓ | ✓ | ✓ |
| Basic central structure acting as educational space | ✓ | ✗ | ✗ |
| Central structure acting as educational space, with power | ✗ | ✓ | ✓ |
| Additional basic shelter | ✗ | ✗ | ✓ |
| Amphitheatre | ✗ | ✓ | ✓ |
| Interpretive signage and wayfinding | ✓ | ✓ | ✓ |
| Public art | ✗ | ✗ | ✓ |
| Bench seating | ✓ | ✓ | ✓ |
| Picnic tables | ✗ | ✓ | ✓ |
| Boot cleaners | ✓ | ✓ | ✓ |
| Bird waterers | ✓ | ✓ | ✓ |
| Bird hides | ✗ | ✓ | ✓ |
| Insect hotels | ✗ | ✓ | ✓ |
| Low-level nature play elements | ✗ | ✓ | ✗ |
| Semi structured, low-level nature play elements | ✗ | ✗ | ✓ |
| Low-level cluster fitness equipment | ✗ | ✗ | ✓ |

# PRELIMINARY COST ESTIMATES

BRONZE

| | | | | | | |
|---|---|---|---|---|---|---|
| | | *Total area* | 41,892 | sq.m | | |
| No | ITEM | PROPOSED CONTENTS | QTY | UNIT | $ RATE | COST |
| A | PRELIMS AND SITE WORKS | | | | | |
| A1 | Preliminaries | Site work / Mobilisation/Insurances | 1 | item | $10,000 | $10,000 |
| A2 | Survey | Survey and setout, including levels | 1 | item | $3,000 | $3,000 |
| A3 | Risk Assessment, CDC Certification, BL | Site Risk Assessment, Building Permits, CDC Certification (Construction certified by Building Surveyor) | 1 | item | $1,000 | $1,000 |
| A4 | Minor earthworks /Fine grading | Final trim & grading, including additional site soil where required to meet grades (+/-100mm) | 4,000 | sq.m | $1.00 | $4,000 |
| A5 | Imported Fill | Imported and spread clean fill to feature mounding | 3,200 | cube.m | $30.00 | $96,000 |
| A6 | Structural Certification | Allow for structural certification for all items | 1 | each | $1,200.00 | $1,200 |
| A7 | Existing Grass Removal | Remove and dispose of existing turf | 38,000 | sq.m | $2.50 | $95,000 |
| A8 | Removal of existing bitumen | Remove and dispose existing bitumen | 300 | sqm | $25.00 | $7,500 |
| PRELIMINARIES & SITE WORKS SUBTOTAL | | | | | | $217,700 |
| B | HARD SURFACES | | | | | |
| B1 | Stabilised Laterite Path | Supply and install Laterite fines path with binding agent to path network | 2,800 | sq.m | $60 | $168,000 |
| B2 | Concrete Gathering Space | Supply and install coloured concrete paving to gathering space | 180 | sq.m | $65 | $11,700 |
| B3 | Bitumen Carpark | Supply and install bitumen to car park and primary access | 250 | sq.m | $60 | $15,000 |
| B4 | Universal Access Ramp | Supply and install elevated universal access ramp up embankment (timber or similar) | 160 | lin.m | $750 | $120,000 |
| B5 | Ochre Block Steps | Supply and install Ochre colour reconstituted limestone blocks to access path stairs | 40 | lin.m | $250 | $10,000 |
| B6 | Conservation Fencing | Supply and install 900mm high star picket and wire fencing to outer edge of path network | 1,000 | lin.m | $25 | $25,000 |
| HARD PAVEMENTS AND SOFTFALL SUBTOTAL | | | | | | $349,700 |
| C | FEATURE LOCATIONS ITEMS | | | | | |
| C1 | Shade Structure | Supply and install custom shelter over gathering space | 1 | item | $90,000 | $90,000 |
| C2 | Bench Seat | Supply and install Cox Urban Furniture parkline range bench seat or approved equivalent | 5 | item | $2,200 | $11,000 |
| C3 | Rubbish Bin | Supply and Install Basice 240lt ribbish bin on Pole mount with Dog Bags | 3 | item | $1,200 | $3,600 |
| C4 | Wayfinding Signage | Supply and install basic metal orientation map and location signage | 2 | each | $2,000 | $4,000 |
| C5 | Educational Signage | Supply and install basic metal educational signage and interpretive signage | 4 | each | $1,000 | $4,000 |
| C6 | Bike Rack | Supply and install bike racks at entry points | 1 | Item | $700 | $700 |
| C7 | Natural log | Supply and install timber natural log various sizes 150-500mm diameter and not exceeding 500mm height. | 1 | PS | $2,500 | $2,500 |
| C8 | Miscellaneous items | For example option to supply and install bird waterers, boot cleaners | 1 | PS | $2,800 | $2,800 |
| PLAY ELEMENTS SUBTOTAL | | | | | | $118,600 |
| E | SOFTWORKS | | | | | |
| E1 | General Planting | Supply and install tubestock shrubs @ 3 plants per sq. m | 100,000 | each | $2.50 | $250,000 |
| E2 | Soil conditioner to general planting | Supply and install soil conditioner to general planting | 33,000 | sq.m | $3.00 | $99,000 |
| E3 | Mulch to planted areas | Supply and install 75mm thick mulch to planted areas | 33,000 | sq.m | $5.00 | $165,000 |
| SOFTWORKS SUBTOTAL | | | | | | $514,000 |
| | | | | | Sub-Total Landscape Works (excl. GST) | $1,200,000 |
| **Excludes:** consultant fees, demolition, maintenance, watersource, irrigation, soil remediation | | | | | | |

# PRELIMINARY COST ESTIMATES

SILVER

| | | | Total area | 41,892 | sq.m | | |
|---|---|---|---|---|---|---|---|
| No | ITEM | PROPOSED CONTENTS | | QTY | UNIT | $ RATE | COST |
| A | PRELIMS AND SITE WORKS | | | | | | |
| A1 | Preliminaries | Site work / Mobilisation/Insurances | | 1 | item | $12,000 | $12,000 |
| A2 | Survey | Survey and setout, including levels | | 1 | item | $3,500 | $3,500 |
| A3 | Risk Assessment, CDC Certification, BL | Site Risk Assessment, Building Permits, CDC Certification (Construction certified by Building Surveyor) | | 1 | item | $1,000 | $1,000 |
| A4 | Minor earthworks /Fine grading | Final trim & grading, including additional site soil where required to meet grades (+/-100mm) | | 4,000 | sq.m | $1.00 | $4,000 |
| A5 | Imported Fill | Imported and spread clean fill to feature mounding | | 3,200 | cube.m | $30.00 | $96,000 |
| A6 | Structural Certification | Allow for structural certification for all items | | 1 | each | $1,500.00 | $1,500 |
| A7 | Existing Grass Removal | Remove and dispose of existing turf | | 38,000 | sq.m | $2.50 | $95,000 |
| A8 | Removal of existing bitumen | Remove and dispose existing bitumen | | 300 | sqm | $25.00 | $7,500 |
| PRELIMINARIES & SITE WORKS SUBTOTAL | | | | | | | $220,500 |
| B | HARD SURFACES | | | | | | |
| B1 | Stabilised Laterite Path | Supply and install Laterie fines path with binding agent to path network | | 3,350 | sq.m | $60 | $201,000 |
| B2 | Concrete Gathering Space | Supply and install coloured concrete paving to gathering space | | 180 | sq.m | $75 | $13,500 |
| B3 | Bitumen Carpark | Supply and install bitumen to car park and primary access | | 250 | Item | $60 | $15,000 |
| B4 | Universal Access Ramp | Supply and install elevated universal access ramp up embankment (timber or similar) | | 160 | lin.m | $750 | $120,000 |
| B5 | Ochre Block Steps | Supply and install Ochre colour reconstituted limestone blocks to access path stairs | | 40 | lin.m | $250 | $10,000 |
| B6 | Granite stone Block Amphitheatre | Supply and install granite stone blockwork to amphithreatre | | 160 | lin.m | $450 | $72,000 |
| B7 | Conservation Fencing | Supply and install 900mm high star picket and wire fencing to outer edge of path network | | 1,000 | lin.m | $25 | $25,000 |
| HARD PAVEMENTS AND SOFTFALL SUBTOTAL | | | | | | | $456,500 |
| C | FEATURE LOCATIONS ITEMS | | | | | | |
| C1 | Shade Structure | Supply and install custom shelter over gathering space, power, water source | | 1 | item | $100,000 | $100,000 |
| C2 | Basic shade structure | Supply and install basic shade structure, off the shelf. | | 1 | item | $20,000 | $20,000 |
| C3 | Picnic Table | Supply and install Cox Urban Furniture parkline range table setting - wheelchair accessible or approved equivalent | | 5 | item | $3,500 | $17,500 |
| C4 | Bench Seat | Supply and install Cox Urban Furniture parkline range bench seat or approved equivalent | | 8 | item | $2,200 | $17,600 |
| C5 | Rubbish Bin | Supply and Install Basice 240lt ribbish bin on Pole mount with Dog Bags | | 3 | item | $1,200 | $3,600 |
| C6 | Wayfinding Signage | Supply and install metal orientation map and location signage | | 4 | each | $2,000 | $8,000 |
| C7 | Educational Signage | Supply and install metal educational signage and interpretive signage | | 8 | each | $1,200 | $9,600 |
| C8 | Bike Rack | Supply and install bike racks at entry points | | 2 | Item | $700 | $1,400 |
| C9 | Low key nature play elements | Options could include natural timber logs 300mm diameter, rope balance, steppers | | 1 | PS | $20,000 | $20,000 |
| C10 | Softfall Mulch | Supply and Install 400mm deep mulch softfall beneath play elements and fitness equipment | | 150 | sq.m | $45 | $6,750 |
| C11 | Miscellaneous items | Options to supply and install bird waterer, bird hide (multiple), insect hotels, boot cleaners | | 1 | PS | $4,550 | $4,550 |
| PLAY ELEMENTS SUBTOTAL | | | | | | | $209,000 |
| D | SOFTWORKS | | | | | | |
| D1 | General Planting | Supply and install tubestock shrubs @ 3 plants per sq. m | | 100,000 | each | $2.50 | $250,000 |
| D2 | Soil conditioner to general planting | Supply and install soil conditioner to general planting | | 33,000 | sq.m | $3.00 | $99,000 |
| D3 | Mulch to planted areas | Supply and install 75mm thick mulch to planted areas | | 33,000 | sq.m | $5.00 | $165,000 |
| SOFTWORKS SUBTOTAL | | | | | | | $514,000 |
| | | | | | | Sub-Total Landscape Works (excl. GST) | $1,400,000 |

**Excludes:** consultant fees, demolition, maintenance, watersource, irrigation, soil remediation

# PRELIMINARY COST ESTIMATES

GOLD

| | | | | | | |
|---|---|---|---|---|---|---|
| | | *Total area* | 41,892 | sq.m | | |
| No | ITEM | PROPOSED CONTENTS | QTY | UNIT | $ RATE | COST |
| A | PRELIMS AND SITE WORKS | | | | | |
| A1 | Preliminaries | Site work / Mobilisation/Insurances | 1 | item | $14,000 | $14,000 |
| A2 | Survey | Survey and setout, including levels | 1 | item | $4,000 | $4,000 |
| A3 | Risk Assessment, CDC Certification, BL | Site Risk Assessment, Building Permits, CDC Certification (Construction certified by Building Surveyor) | 1 | item | $1,000 | $1,000 |
| A4 | Minor earthworks /Fine grading | Final trim & grading, including additional site soil where required to meet grades (+/-100mm) | 4,000 | sq.m | $1.00 | $4,000 |
| A5 | Imported Fill | Imported and spread clean fill to feature mounding | 3,200 | cube.m | $30.00 | $96,000 |
| A6 | Structural Certification | Allow for structural certification for all items | 1 | each | $2,000.00 | $2,000 |
| A7 | Existing Grass Removal | Remove and dispose of existing turf | 38,000 | sq.m | $2.50 | $95,000 |
| A8 | Removal of existing bitumen | Remove and dispose existing bitumen | 300 | sqm | $20.00 | $6,000 |
| PRELIMINARIES & SITE WORKS SUBTOTAL | | | | | | $222,000 |
| B | HARD SURFACES | | | | | |
| B1 | Stabilised Laterite Path | Supply and install Laterie fines path with binding agent to path network | 3,800 | sq.m | $60 | $228,000 |
| B2 | Concrete Gathering Space | Supply and install coloured concrete paving to gathering space | 180 | sq.m | $75 | $13,500 |
| B3 | Bitumen Carpark | Supply and install bitumen to car park and primary access | 250 | Item | $60 | $15,000 |
| B4 | Universal Access Ramp | Supply and install elevated universal access ramp up embankment (timber or similar) | 160 | lin.m | $750 | $120,000 |
| B5 | Boardwalk | Supply and install fibre reinforced plastic (FRP) boardwalk | 80 | sq.m | $1,500 | $120,000 |
| B6 | Ochre Block Steps | Supply and install Ochre colour reconstituted limestone blocks to access path stairs | 40 | lin.m | $250 | $10,000 |
| B7 | Granite Stone Block Amphitheatre | Supply and install granite stone blockwork to amphithreatre | 160 | lin.m | $450 | $72,000 |
| B8 | Conservation Fencing | Supply and install 900mm high star picket and wire fencing to outer edge of path network | 1,000 | lin.m | $25 | $25,000 |
| HARD PAVEMENTS AND SOFTFALL SUBTOTAL | | | | | | $603,500 |
| C | FEATURE LOCATIONS ITEMS | | | | | |
| C1 | Shade Structure | Supply and install custom shelter over gathering space, power, water source | 1 | item | $100,000 | $100,000 |
| C2 | Basic shade structure | Supply and install basic shade structure, off the shelf. | 2 | item | $20,000 | $40,000 |
| C3 | Picnic Table | Supply and install Cox Urban Furniture parkline range table setting - wheelchair accessible or approved equivalent | 4 | item | $3,500 | $14,000 |
| C4 | Bench Seat | Supply and install Cox Urban Furniture parkline range bench seat or approved equivalent | 10 | item | $2,200 | $22,000 |
| C5 | Rubbish Bin | Supply and Install Basice 240lt ribbish bin on Pole mount with Dog Bags | 5 | item | $1,200 | $6,000 |
| C6 | Wayfinding Signage | Supply and install metal orientation map and location signage | 4 | each | $2,500 | $10,000 |
| C7 | Educational Signage | Supply and install metal educational signage and interpretive signage | 8 | each | $1,200 | $9,600 |
| C8 | Bike Rack | Supply and install bike racks at entry points | 2 | Item | $700 | $1,400 |
| C9 | Low key nature play elements | Options could include natural timber logs 300mm diameter, rope balance, steppers, dry creekbed, timber cubby | 1 | PS | $60,000 | $60,000 |
| C10 | Natural Timber Fitness Equipment | Supply and install low key timber and steel fitness equipment | 1 | PS | $30,000 | $30,000 |
| C11 | Softfall Mulch | Supply and Install 400mm deep mulch softfall beneath play elements and fitness equipment | 300 | sq.m | $45 | $13,500 |
| C12 | Miscellaneous items | Options to supply and install bird waterer (2), bird hide (6), insect hotels (6), boot cleaners (2) | 1 | PS | $4,000 | $4,000 |
| C13 | Public Art | Supply and install public art reflective if the natural setting | 1 | PS | $50,000 | $50,000 |
| PLAY ELEMENTS SUBTOTAL | | | | | | $310,500 |
| E | SOFTWORKS | | | | | |
| E1 | General Planting | Supply and install tubestock shrubs @ 3 plants per sq. m | 100,000 | each | $2.50 | $250,000 |
| E2 | Soil conditioner to general planting | Supply and install soil conditioner to general planting | 33,000 | sq.m | $3.00 | $99,000 |
| E3 | Mulch to planted areas | Supply and install 75mm thick mulch to planted areas | 33,000 | sq.m | $5.00 | $165,000 |
| SOFTWORKS SUBTOTAL | | | | | | $514,000 |
| | | | | | Sub-Total Landscape Works (excl. GST) | $1,650,000 |
| Excludes: consultant fees, demolition, maintenance, watersource, irrigation, soil remediation | | | | | | |

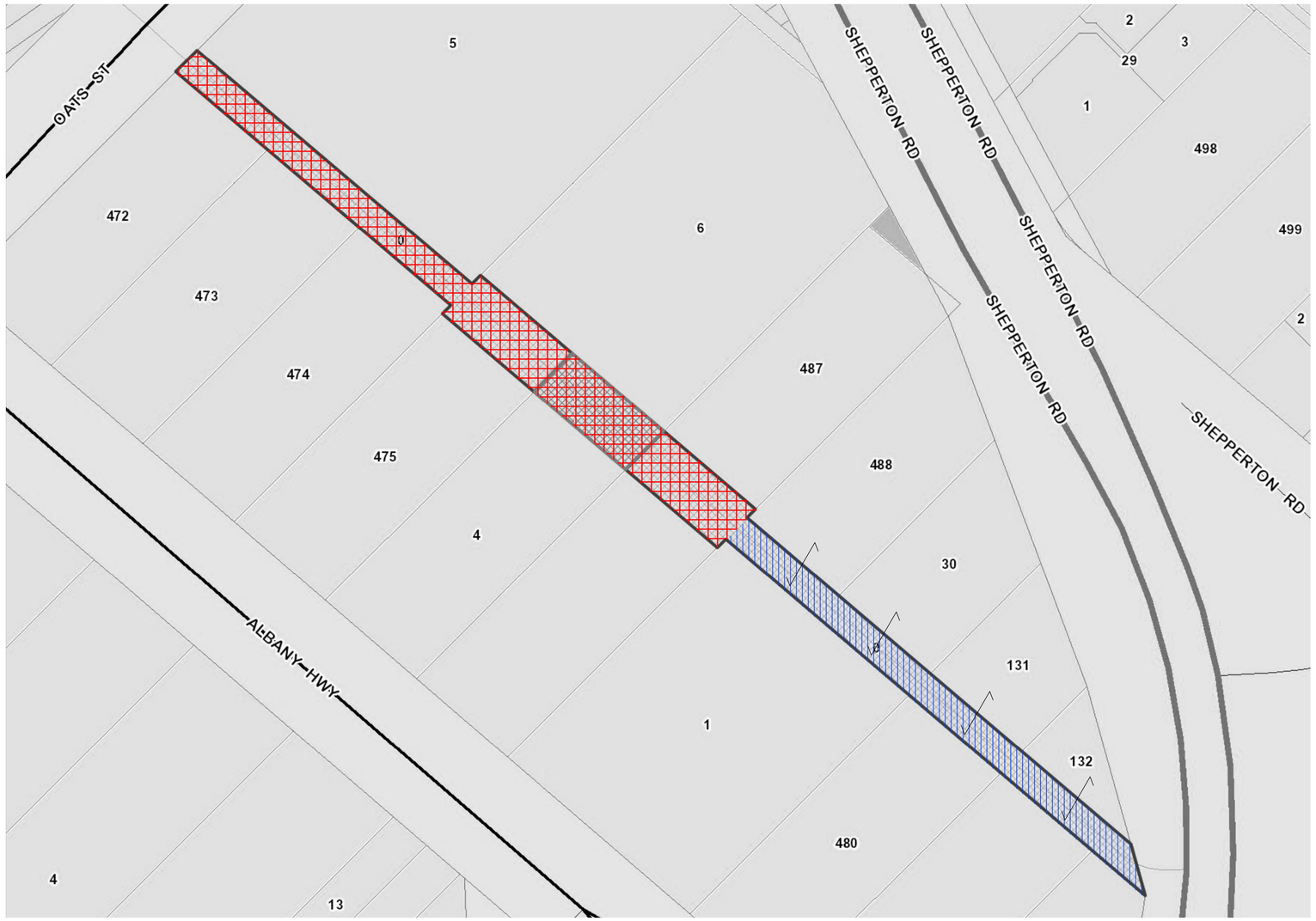
# STAGING AND DELIVERY

## The Project

The staging and delivery of works within the site will be well informed by the recently instigated George Street Reserve Revegetation Project on the north eastern side of the Jirdarup Bushland Precinct. With the progression of the Kent Street Sand Pit concept plans a recommended general staging of works is as follows:

1. Landscape plan preparation including community consultation (external consultants / Town).
2. Detailed design and documentation preparation (external consultants).
3. Tender works for construction of the parking area and paths and features (Town).
4. Construct parking area, paths and features (external contractor).
5. Tender or coordinate progressive works for planting of restoration areas (external contractor / Town).
6. Complete progressive works within restoration areas (external contractor / Town).
7. Ongoing maintenance of infrastructure and restoration areas (Town).






## LEGEND

DEDICATED ROAD

DEDICATED ROAD SUBJECT TO CLOSURE & AMALGAMATION

| Amendments | | | | |
|---|---|---|---|---|
| 0 | 05/21 | FOR COMMENT ONLY | | |
| No | Date | REVISION | By | App'd |

TOWN OF VICTORIA PARK

# TOWN OF VICTORIA PARK

99 SHEPPERTON ROAD, VICTORIA PARK

THIS DRAWING REMAINS THE PROPERTY OF THE TOWN OF VICTORIA PARK AND MUST NOT BE RETAINED, COPIED OR USED WITHOUT THE AUTHORITY OF THE DIRECTOR TECHNICAL SERVICES

| | | |
|---|---|---|
| DESIGNED | 05/21 | SCALE 1:750 @ A1 |
| DRAWN | 05/21 | DATUM |
| CHECKED | 05/21 | APPROVED |
| RECOMMENDED | | |

# ROW 54, EAST VICTORIA PARK

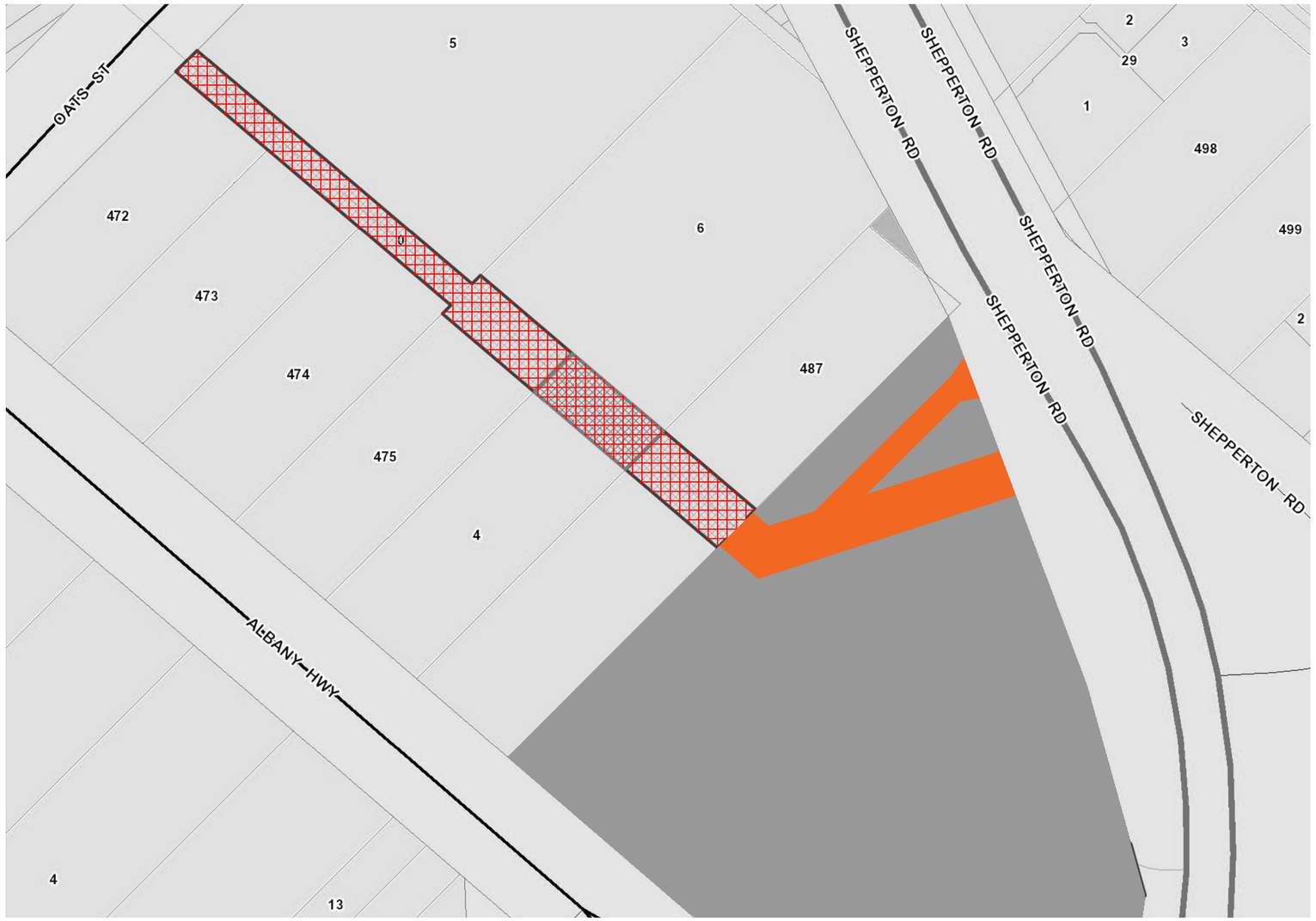
STAGE 1

SHEET 1 OF 1

DRAWING No. E 10499

Job No.

A 1




N

## LEGEND

- DEDICATED ROAD
- NEW ROAD CONSTRUCTION

| Amendments | | | | |
|---|---|---|---|---|
| No | Date | REVISION | By | App'd |
| 0 | 05/21 | FOR COMMENT ONLY | | |

TOWN OF VICTORIA PARK

# TOWN OF VICTORIA PARK

99 SHEPPERTON ROAD, VICTORIA PARK

THIS DRAWING REMAINS THE PROPERTY OF THE TOWN OF VICTORIA PARK AND MUST NOT BE RETAINED, COPIED OR USED WITHOUT THE AUTHORITY OF THE DIRECTOR TECHNICAL SERVICES

| | | |
|---|---|---|
| DESIGNED | 05/21 | SCALE 1:750 @ A1 |
| DRAWN | 05/21 | DATUM |
| CHECKED | 05/21 | APPROVED |
| RECOMMENDED | | |

# ROW 54, EAST VICTORIA PARK

## STAGE 2

SHEET 1 OF 1

DRAWING No. E 10499

Job No.

A 1

| Carriageway no | Road_ID | Road Name | Start_M | End_M | Length | Start Name | End Name | Cross Section Type | Width | Ownership | Hierarchy | Urban/Rural | Pavement Type | Pavement Material | Surfacing Type | STRUCT_CRACK_SEVERITY | STRUCT_CRACK_EXTENT | NONSTRUCT_CRACK_SEVERITY | NONSTRUCT_CRACK_EXTENT | SURFACE_DEFECTS_EXTENT | PAVE_UND_DEGREE | PAVE_UND_EXTENT | SURFACE_DEF_EXTENT | PATCHES_EXTENT | POTHOLE_EXTENT | RUTTING_SEVERITY | ASPHALT/BINDER CONDITION | BRCK_CONDITION | LEFT_TABLE_DRAIN | LEFT_EDGE_BREAK_SEVERITY | LEFT_EDGE_BREAK_EXTENT | LEFT_EDGE_DROP_OFF_SEVERITY | LEFT_EDGE_DROP_OFF_EXTENT | LEFT_UNSEALED_SHOULDERS | RIGHT_TABLE_DRAINS | RIGHT_EDGE_BREAK_SEVERITY | RIGHT_EDGE_BREAK_EXTENT | RIGHT_EDGE_DROP_OFF_SEVERITY | RIGHT_EDGE_DROP_OFF_EXTENT | RIGHT_UNSEALED_SHOULDERS | LEFT KERB/DRAIN TYPE | LEFT_KERB_SEVERITY | LEFT_KERB_EXTENT | LEFT_KERB_HEIGHT | RIGHT KERB/DRAIN TYPE | RIGHT_KERB_SEVERITY | RIGHT_KERB_EXTENT | RIGHT_KERB_HEIGHT | UNSEALED_SHAPE | DEPTH_OF_BASE | UNSEALED_SURFACE_EXTENT | OVERALL_CONDITION |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RD_6241_01 | RD_6241 | LANE 16 | 0 | 37 | 37 | HOWICK ST | END | 4 | 2.6 | ToVP | Access Road | Urban | S | 6 | Asphalt | 1 | 1 | 5 | 5 | 5 | 1 | 1 | 5 | 5 | 5 | 1 | 5 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4.2 |
| RD_6095_01 | RD_6095 | LANE 95 | 0 | 20 | 20 | MCMASTER ST | END | 4 | 5 | ToVP | Access Road | Urban | S | 6 | Asphalt | 1 | 1 | 5 | 5 | 5 | 1 | 1 | 5 | 3 | 1 | 1 | 5 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4.2 |
| RD_6054_01 | RD_6054 | LANE 54 | 0 | 130 | 130 | OATS ST | SHEPPERTON RD | 5 | 6.3 | ToVP | Access Road | Urban | S | 6 | Asphalt | 1 | 1 | 5 | 4 | 5 | 1 | 1 | 5 | 4 | 3 | 1 | 5 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 4 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4.1 |
| RD_6200_01 | RD_6200 | LANE 9 | 0 | 50 | 50 | ARCHER ST | END | 4 | 5 | ToVP | Access Road | Urban | S | 6 | Asphalt | 1 | 1 | 4 | 5 | 5 | 1 | 1 | 5 | 5 | 2 | 1 | 5 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4.1 |
| RD_6213_02 | RD_6213 | ICEWORKS LANE | 150 | 424 | 274 | MINT ST | DANE ST | 4 | 4 | ToVP | Access Road | Urban | S | 6 | Asphalt | 1 | 1 | 4 | 4 | 5 | 1 | 1 | 4 | 3 | 3 | 1 | 5 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.9 |
| RD_6208_02 | RD_6208 | TERMINUS LANE | 75 | 230 | 155 | DANE ST | SOMERSET ST | 5 | 4.1 | ToVP | Access Road | Urban | S | 6 | Asphalt | 1 | 1 | 3 | 4 | 5 | 1 | 1 | 5 | 3 | 2 | 1 | 5 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 4 | 5 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.9 |
| RD_6208_03 | RD_6208 | TERMINUS LANE | 230 | 514 | 284 | DANE ST | SOMERSET ST | 5 | 4.1 | ToVP | Access Road | Urban | S | 6 | Asphalt | 1 | 1 | 3 | 4 | 5 | 1 | 1 | 5 | 3 | 2 | 1 | 5 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 4 | 3 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.9 |
| RD_6251_02 | RD_6251 | LANE 18 | 60 | 133 | 73 | TWICKENHAM RD | TEDDINGTON RD | 4 | 3.6 | ToVP | Access Road | Urban | S | 6 | Asphalt | 1 | 1 | 4 | 4 | 4 | 1 | 1 | 5 | 5 | 5 | 1 | 5 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.8 |
| RD_6050_01 | RD_6050 | LANE 50 | 0 | 293 | 293 | RUSHTON ST | TEDDINGTON RD | 4 | 5 | ToVP | Access Road | Urban | S | 6 | Asphalt | 1 | 1 | 3 | 4 | 4 | 1 | 1 | 5 | 5 | 3 | 1 | 5 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.7 |
| RD_6059_02 | RD_6059 | LANE 59 | 172 | 272 | 100 | BURSWOOD RD | BURSWOOD RD | 5 | 5 | ToVP | Access Road | Urban | S | 6 | Asphalt | 1 | 1 | 3 | 3 | 5 | 1 | 1 | 4 | 2 | 5 | 1 | 5 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 11 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.7 |
| RD_6236_01 | RD_6236 | LANE 154 | 0 | 78 | 78 | STREATLEY RD | ORRONG RD | 5 | 12 | ToVP | Access Road | Urban | S | 6 | Asphalt | 1 | 1 | 3 | 4 | 4 | 1 | 1 | 4 | 5 | 3 | 1 | 5 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 4 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.6 |
| RD_6119_01 | RD_6119 | LANE 119 | 0 | 120 | 120 | OSWALD ST | COLOMBO ST | 4 | 3.6 | ToVP | Access Road | Urban | S | 6 | Asphalt | 1 | 1 | 3 | 2 | 4 | 1 | 1 | 5 | 5 | 3 | 1 | 5 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.5 |
| RD_6258_01 | RD_6258 | LANE 39 | 0 | 60 | 60 | CANTERBURY TCE | WESTMINSTER ST | 5 | 4.1 | ToVP | Access Road | Urban | S | 6 | Asphalt | 1 | 1 | 3 | 5 | 4 | 1 | 1 | 5 | 5 | 3 | 1 | 4 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 3.5 |
| RD_6252_01 | RD_6252 | LANE 2 | 0 | 112 | 112 | BISHOPSGATE ST | ARCHER ST | 4 | 3.4 | ToVP | Access Road | Urban | S | 6 | Asphalt | 1 | 1 | 1 | 1 | 5 | 1 | 1 | 5 | 5 | 3 | 1 | 5 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.4 |
| RD_6002_01 | RD_6002 | LANE 2 | 0 | 62 | 62 | LANE 2 | RALEIGH ST | 4 | 3.4 | ToVP | Access Road | Urban | S | 6 | Asphalt | 1 | 1 | 1 | 1 | 5 | 1 | 1 | 5 | 5 | 4 | 1 | 5 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.4 |
| RD_6081_03 | RD_6081 | LANE 81 | 65 | 136 | 71 | RIVERSDALE RD | VIVIAN ST | 4 | 4.3 | ToVP | Access Road | Urban | S | 6 | Asphalt | 1 | 1 | 1 | 1 | 5 | 1 | 1 | 5 | 1 | 5 | 1 | 5 | 0 | 0 | 5 | 5 | 5 | 5 | 5 | 0 | 0 | 5 | 5 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.4 |
| RD_6109_01 | RD_6109 | LANE 109 | 0 | 180 | 180 | GRIFFITHS ST | GOODWOOD PDE | 5 | 5 | ToVP | Access Road | Urban | S | 6 | Asphalt | 1 | 1 | 4 | 5 | 4 | 1 | 1 | 4 | 1 | 1 | 4 | 4 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 4 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.2 |
| RD_6062_01 | RD_6062 | LANE 62 | 0 | 131 | 131 | CANTERBURY TCE | WESTMINSTER ST | 4 | 5 | ToVP | Access Road | Urban | S | 6 | Asphalt | 1 | 1 | 3 | 3 | 4 | 1 | 1 | 4 | 5 | 2 | 1 | 4 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.2 |
| RD_6097_01 | RD_6097 | LANE 97 | 0 | 120 | 120 | GRIFFITHS ST | END | 5 | 5 | ToVP | Access Road | Urban | S | 6 | Asphalt | 1 | 1 | 3 | 3 | 4 | 1 | 1 | 3 | 4 | 3 | 1 | 4 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 11 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.1 |
| RD_6060_01 | RD_6060 | LANE 60 | 0 | 125 | 125 | LEONARD ST | KING GEORGE ST | 4 | 4 | ToVP | Access Road | Urban | S | 6 | Asphalt | 1 | 1 | 3 | 4 | 3 | 1 | 1 | 4 | 5 | 4 | 1 | 4 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.1 |
| RD_6110_01 | RD_6110 | LANE 110 | 0 | 101 | 101 | CAMBERWELL ST | BALMORAL ST | 4 | 5 | ToVP | Access Road | Urban | S | 6 | Asphalt | 1 | 1 | 3 | 3 | 3 | 1 | 1 | 4 | 3 | 2 | 1 | 4 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| RD_6054_02 | RD_6054 | LANE 54 | 130 | 232 | 102 | OATS ST | SHEPPERTON RD | 5 | 6.3 | ToVP | Access Road | Urban | S | 6 | Asphalt | 1 | 1 | 4 | 4 | 4 | 1 | 1 | 3 | 4 | 1 | 1 | 3 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 4 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| RD_6087_01 | RD_6087 | LANE 87 | 0 | 63 | 63 | LANE 87 | SWANSEA ST | 4 | 2.7 | ToVP | Access Road | Urban | S | 6 | Asphalt | 1 | 1 | 5 | 5 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 5 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| RD_6207_01 | RD_6207 | ROUSE LANE | 0 | 340 | 340 | MINT ST | DANE ST | 4 | 3.9 | ToVP | Access Road | Urban | S | 6 | Asphalt | 1 | 1 | 4 | 3 | 4 | 1 | 1 | 4 | 3 | 2 | 1 | 3 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| RD_6207_02 | RD_6207 | ROUSE LANE | 340 | 423 | 83 | MINT ST | DANE ST | 5 | 3.9 | ToVP | Access Road | Urban | S | 6 | Asphalt | 1 | 1 | 4 | 3 | 4 | 1 | 1 | 4 | 3 | 2 | 1 | 3 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 7 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |

Department of
Local Government, Sport and Cultural Industries
GOVERNMENT OF WESTERN AUSTRALIA

Our Ref 21/1183
Enquiries Clayton White
Phone 9492 9816
Email Clayton.white@dlgsc.wa.gov.au

Mr Anthony Vuleta
Chief Executive Officer
Town of Victoria Park
Locked Bag 437
Victoria Park WA 6979

Dear Anthony

**Financial Assistance Agreement- Design and construction of sport, recreation and community facilities at Lathlain Park for the Perth Football Club**

Please find attached a Financial Assistance Agreement (FAA) for the redevelopment of the Perth Football Club facilities at Lathlain Park. Please sign the FAA and return a scanned copy to clayton.white@dlgsc.wa.gov.au.

Please be aware of your reporting obligations in the area of job creation as outlined in the agreement. If you have any other queries please contact Clayton White, Manager Community Infrastructure, on 9492 9816.

Thank you for your commitment to sport and recreation and I wish you luck with this important community project and the continued revitalisation of the Lathlain Park Sporting Precinct.

Yours sincerely

Duncan Ord OAM
Director General

4 May 2021

246 Vincent Street Leederville WA 6007
Telephone (08) 9492 9800
Gordon Stephenson House, 140 William Street Perth WA 6000
PO Box 8349 Perth Business Centre WA 6849
Telephone (08) 6552 7300
Email info@dlgsc.wa.gov.au
Web www.dlgsc.wa.gov.au




# FINANCIAL ASSISTANCE AGREEMENT

**Design and construction of sport, recreation and community facilities at Lathlain Park**

**DEPARTMENT OF LOCAL GOVERNMENT, SPORT AND CULTURAL INDUSTRIES**

**AND**

**TOWN OF VICTORIA PARK**

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**THIS Agreement is made between:**

**State of Western Australia acting through the Department of Local Government, Sport and Cultural Industries of 246 Vincent Street Leederville WA 6007 ("Department")**

and

**Town of Victoria Park of 99 Shepperton Rd Victoria Park WA 6100, ABN 770284 859 739 ("Recipient")**

**OPERATIVE PART**

**THE PARTIES AGREE as follows:**

## 1. DEFINITIONS AND INTERPRETATION

### 1.2 Definitions

In this Agreement, unless repugnant to the context:

**Agreement** means this Financial Assistance Agreement including any schedules or annexures.

**Acquittal** occurs when the Department has advised the Recipient that the reports and financial information provided by the Recipient in accordance with clause 3.5 (c) are satisfactory.

**Approved Budget** means the budget approved by the Department and set out in Schedule 4.

**Auditor** means a person who is an approved auditor for the purposes of the *Corporations (Aboriginal and Torres Strait Islander) Act 2006* (Cth) or a Registered Company Auditor and who is independent of the Recipient.

**Auditor General** means the Auditor General for the State of Western Australia.

**Business Day** means a day, not being a Saturday, Sunday or public holiday, on which banks are open for general banking business in Western Australia.

**Completion Date** means that date for completion of the Project as specified in, or ascertainable from, Schedule 4.

**Department** means the Department entering into this Agreement or such other body or instrumentality that is charged with the administration of this Agreement from time to time on behalf of the State.

**Evaluation or Audit** includes to audit, examine, investigate, inspect, review or evaluate.

**Funding** means the amount specified in Schedule 4, including any interest accrued on that amount.

**Insolvency Event** means the happening of any of these events:

a) an order is made, or an application is made to a court for an order, that a body corporate be wound up; or

b) except to reconstruct or amalgamate while solvent, a body corporate:

(i) is wound up or dissolved; or

(ii) resolves to wind itself up or otherwise dissolve itself, or gives notice of intention to do so; or

(iii) enters into, or resolves to enter into, any form of formal or informal arrangement for the benefit of all or any class of its creditors, including a scheme of arrangement, deed of company arrangement, compromise or composition with, or assignment for the benefit of, all or any class of its creditors; or

c) a special administrator is appointed under Chapter 11 of the *Corporations (Aboriginal and Torres Strait Islander) Act 2006* (Cth); or

d) a liquidator or provisional liquidator is appointed (whether or not under an order), or an application is made to a court for an order, or a meeting is convened or a resolution is passed, to make such an appointment, in respect of a body corporate; or

e) a receiver, manager, receiver and manager, trustee, administrator, controller (as defined in section 9 of the Corporations Act 2001 (Cth)) or similar officer is appointed, or an application is made to a court for an order, or a meeting is convened or a resolution is passed, to make such an appointment, in respect of a body corporate; or

f) any step is taken to enforce security over, or a distress, attachment, execution or other similar process is levied, enforced or served out against, any asset or undertaking of a body corporate; or

g) the process of any court or authority is invoked against a body corporate, or any asset or undertaking of a body corporate, to enforce any judgment or order for the payment or money or the recovery of any property; or

h) a body corporate:

(i) takes any step to obtain protection, or is granted protection, from its creditors under any applicable legislation; or

(ii) stops or suspends payment of all, or a class of, its debts; or

(iii) is or is taken by any applicable legislation to be, or states that it is, or makes a statement from which it may be reasonably deduced that it is:

(a) insolvent or unable to pay its debts when they fall due; or

(b) the subject of an event described in section 459C(2)(b) or section 585 of the *Corporations Act 2001* (Cth); or

(iv) is taken to have failed to comply with a statutory demand as a result of the operation of section 459F (1) of the *Corporations Act 2001* (Cth); or

(v) ceases, or threatens to cease, to carry on all or a material part of its business; or

(a) a person becomes an insolvent under administration as defined in section 9 of the *Corporations Act 2001* (Cth) or action is taken which could result in that event; or

(b) anything analogous or having a similar effect to any of the events specified above happens under the law of any applicable jurisdiction.

**Milestones** means the milestones and outcomes howsoever expressly or impliedly set out in Schedule 4 (if any).

**Obligation** means obligation under this Agreement.

**Party** means each of the Department or the Recipient as the context requires and **Parties** means both of them.

**Probity Event** means an event that:

a) has a material adverse effect upon the character, honesty and integrity of an officer of the Recipient;

b) relates to an officer of the Recipient and has a material adverse effect upon the public interest;

c) involves a material failure to achieve or maintain reasonable standards of ethical behaviour;

d) involves a material failure to achieve or maintain good corporate citizenship;

e) involves a material failure to maintain the avoidance of conflicts of interest; or

f) involves a material failure to achieve or maintain standards of behaviour expected of a person engaged in a State funded project.

**Project** means the initiative or activities funded for the purpose described in Schedule 4.

**Registered Company Auditor** means a person who is, for the time being, registered as an auditor or taken to be registered as an auditor under Part 9.2 of the *Corporations Act 2001* (Cth).

**Schedule** means any schedule to, and forming part of, this Agreement.

**Special Conditions** means any conditions specified as such in Schedule 4.

**State** means the State of Western Australia.

**Term** means the term of this Agreement.

### 1.3 Interpretation

In this Agreement unless the context otherwise requires:

a) words importing the singular include the plural and vice versa;

b) words importing any gender include the other genders;

c) references to persons include corporations;

d) references to a person include the legal personal representatives, successors and assigns of that person;

e) a reference to a statute, ordinance, code, or other law includes regulations, by-laws, rules and other statutory instruments under it for the time being in force and consolidations, amendments, re-enactments, or replacements of

any of them (whether of the same or any other legislative authority having jurisdiction);

f) references to this Agreement or any other instrument include this Agreement or other instrument as varied or replaced, and notwithstanding any change in the identity of the Parties;

g) references to writing include any mode of representing or reproducing words in tangible and permanently visible form, and include e-mail and facsimile transmission;

h) an Obligation incurred in favour of two or more persons is enforceable by them jointly and severally;

i) if a word or a phrase is defined, other parts of speech and grammatical forms of that word or phrase have corresponding meanings;

j) references to this Agreement include its recitals, schedules and annexures;

k) headings are inserted for ease of reference only and are to be ignored in construing this Agreement;

l) references to time are local time in Perth, Western Australia;

m) where time is to be reckoned from a day or event, that day or the day of that event is to be included;

n) references to currency are to Australian currency unless otherwise stated;

o) no rule of construction applies to the disadvantage of a Party on the basis that the Party put forward this Agreement or any part thereof;

p) a reference to any thing is a reference to the whole and each part of it, and a reference to a group of persons is a reference to all of them collectively, to any two or more of them collectively and to each of them individually;

q) when the day or last day for doing an act is not a Business Day, then the day or last day for doing the act will be the directly preceding Business Day;

r) if the word “including” or “includes” is used, the words, “without limitation” are taken to immediately follow; and

s) the phrases “described in”, “set out” and “specified in” must all read as if the words "expressly or impliedly" appeared immediately before them.

## 2. SCOPE OF THIS AGREEMENT

(a) The Recipient must:

(i) acquit and carry out all aspects of the Project in a competent, diligent, satisfactory and professional manner, and to a high standard;

(ii) comply with this Agreement; and

(iii) where necessary, provide appropriate additional funding and other resources, including staff with the capacity to meet its Obligations.

(b) The Department must pay to the Recipient the Funding in the manner set out in Schedule 4 and Schedule 5.

(c) The Recipient must:

(i) notify the Department of legal proceedings, arbitration or administrative proceedings or debt recovery actions pending or threatened against the Recipient as soon as practicable after the institution of those proceedings or that debt recovery action;

(ii) notify the Department immediately if the Recipient is in breach of any law or act, receives an audit qualification or is under scrutiny through an inquiry or decree or any consent, registration, approval, licence or permit or agreement, order or award binding on the Recipient;

(iii) notify the Department immediately if the Recipient becomes aware of any fraud or corruption with regards to the Project or the Funding;

(iv) keep and maintain accurate, complete, up-to-date, properly detailed written records of income, expenditure, work, activities, progress, setbacks, problems and business and commercial arrangements and dealings in relation to either or both of this Agreement and the Project, and promptly provide the Department with information or documentation (relating in any way to the Project or this Agreement) requested by the Department. The Recipient must ensure that all such information or documentation (as the case may be) is accurate, complete, up-to-date, properly detailed and not in any way misleading or deceptive;

(v) establish a separate account or cost centre within its financial system solely for the Funding;

(vi) immediately notify the Department in writing if it forms the opinion that it will be unable to, or be unlikely to be able to, satisfy any of its financial obligations in relation to the Project from the financial resources available, or likely to be available, to it, at the time the financial obligation is due;

(vii) if a conflict of interest arises:

(A) promptly notify the Department that the conflict has arisen and provide full details; and

(B) take reasonable steps in consultation with the Department to remove the conflict.

If the Recipient does not notify the Department of a conflict of interest which exists or if the conflict cannot be removed, the Department may, without limiting any other remedy, by notice to the Recipient, immediately terminate this Agreement;

(viii) not offer or give or agree to give any person employed by the Government of Western Australia any gift or consideration of any kind as an inducement or reward for doing or forbearing to do or for having done or forborne to do any act in relation to the obtaining or performance of this Agreement; and

(ix) ensure that any “Lobbyist” (as that term is defined in Public Sector Commissioner’s Circular 2009-13 “Public Sector Commissioner’s Circular”) which can be found at:

http://www.publicsector.wa.gov.au/publications-resources/instructions-standards-and-circulars/public-sector-commissioners-circulars,

that it or any of its officers, employees, agents or contractors has employed, engaged or has otherwise involved, directly or indirectly, in connection with this Agreement, is duly registered as a "Lobbyist" in terms of that Public Sector Commissioner's Circular and has fully complied with its obligations under it.

## 3. OBLIGATIONS OF RECIPIENT

### 3.1 Use of funding

The Recipient must use the Funding only for the carrying out of the Project in accordance with this Agreement and the Approved Budget and expend such funds by the Completion Date. All such expenditure must be effected in a commercially prudent, sensible and reasonable manner. Furthermore, the Recipient must meet all Milestones in accordance with Schedule 4.

### 3.2 No changes

The Recipient must not make any changes to the Project or the Approved Budget without the prior written consent of the Department, which consent may be withheld at the Department's discretion.

### 3.3 No endorsement

The Recipient agrees that nothing in this Agreement constitutes an endorsement by the Department of any goods or services provided by the Recipient.

### 3.4 Acknowledgement of Department

(a) Any activity including presentations, publications, signage, articles, newsletters, or other literary works relating to the Project must:

(i) give equal representation to the Parties in the display of logos and party names where agreed and as deemed appropriate; and

(ii) be consistent with the Department's Marketing, Communications and Acknowledgements Policy.

(b) The respective roles of the Parties must be acknowledged at relevant forums, conferences, and project launches where the Project is promoted.

(c) The Parties must:

(i) work cooperatively at the senior management and officer levels;

(ii) maintain open communication, both formal and informal, to progress the objectives of this Agreement;

(iii) share information and knowledge as practicable; and

(iv) advise any shared stakeholders about arrangements between the Parties.

(d) The Parties must coordinate joint communications when dealing with the media and shared stakeholders in relation to the Project referred to in this Agreement on issues of significance or mutual concern, including circulating draft media statements, advertising proposals and advertisements between the Parties for comment prior to publication.

(e) The Recipient must coordinate joint communications with the Department prior to the release of any media statement, advertising proposal and advertisement by the Recipient in relation to the Project.

### 3.5 Accounts, acquittal and reporting

(a) The Recipient must provide to the Department progress reports on a quarterly basis (as at 30 September, 31 December, 31 March and 30 June), or as determined from time to time by the Department, until the completion of the Project, which must include:

(i) a financial report (certified by the Chief Financial Officer or Accountable Officer of the Recipient), as detailed in Schedule 2; and

(ii) an evaluation report as per Schedule 3, showing how and to what extent the Funding was spent and the extent to which the Milestones and outcomes were achieved.

Quarterly reports must be submitted within one (1) month after the end of each quarter.

(b) The Recipient must provide to the Department an annual report on the Project based on a financial year ending 30 June which must include:

(i) a financial report (certified by the Chief Financial Officer or Accountable Officer of the Recipient and audited by an Auditor), outlining income and expenditure in respect to the Project, in Schedule 2; and

(ii) an evaluation report as per Schedule 3, showing how and to what extent the Funding was spent and the extent to which the Milestones and outcomes were achieved.

The annual report on the Project must be submitted within three (3) months after the end of the financial year.

(c) The Recipient must provide to the Department a report (**the Acquittal**) at the completion of the Project or the conclusion of this Agreement (whichever occurs first), which must include:

(i) a financial report (certified by the Chief Financial Officer or Accountable Officer of the Recipient and audited by an Auditor) certifying that the Funding was used for the Project, such certification to address the issues itemised in Schedule 2; and

(ii) an evaluation report as per Schedule 3, showing how and to what extent the Funding was spent and the extent to which the Milestones were achieved.

The Acquittal must be submitted within three (3) months after the completion of the Project.

(d) The Department will provide reporting templates to assist the Recipient with its reporting Obligations set out in clause 3.5.

### 3.6 General undertakings of the Recipient

The Recipient must:

(a) at all times duly perform and observe its Obligations and must promptly inform the Department of any occurrence that might adversely affect its ability to do so in a material way;

(b) undertake its Obligations with integrity, good faith and probity in accordance with good corporate governance practices;

(c) not, nor attempt to, sell, transfer, assign, mortgage, charge or otherwise dispose of or deal with any of its rights, entitlements and powers or Obligations under this Agreement;

(d) comply with all State and Commonwealth laws; and

(e) cooperate fully with the Department in the administration of this Agreement.

### 3.7 Negation of employment, partnership and agency

(a) The Recipient must not represent itself, and must ensure that its employees, contractors, sub-contractors or agents do not represent themselves, as being an employee, partner or agent of the State or the Department or as otherwise able to bind or represent the State or Department.

(b) The Recipient is not by virtue of this Agreement, and is not deemed to be, an employee, partner, or agent of the State or the Department, or have any power or authority to bind or represent the State or Department.

### 3.8 Procurement of goods and services

Unless otherwise agreed in writing by the Department, if procuring any goods and services in connection with the Project using the Funding the Recipient:

(a) must ensure that all contracts having a value:

(i) up to $50,000 must have been awarded on the basis that the Recipient obtained at least three verbal quotes;

(ii) over $50,000 up to $250,000 must have been awarded on the basis that the Recipient obtained at least three written quotes; and

(iii) over $250,000 must have been awarded after a public tendering process,

and the Recipient must not “contract split” to avoid the intent of this clause; and

(b) must also comply with the Western Australian Government’s Aboriginal Procurement and Buy Local policies.

## 4. EVALUATION OR AUDIT RIGHTS

(a) The Department may arrange for an Evaluation or Audit to be carried out in respect of the Project. If the Department arranges for an Evaluation or Audit:

(i) the Department will notify the Recipient that the Department has arranged or will arrange for an Evaluation or Audit to be carried out; and

(ii) the Recipient must allow all persons appointed by the Department to carry out the Evaluation or Audit to have full access to the records and premises in the control or possession of the Recipient for the purpose of carrying out the Evaluation or Audit.

(b) Clause 4 survives the end of this Agreement by five (5) years.

## 5. CONTACT OFFICERS

(a) The Parties must appoint Contact Officers. The Contact Officer for each Party is authorised to act for that Party in relation to this Agreement and is the first point of contact for the other Party in relation to any disputes arising under the Agreement.

(b) The details of each Party's Contact Officer are set out in Schedule 1.

(c) If a Party changes its Contact Officer that Party must notify the other Party in writing of the new contact details within five (5) Business Days after the change.

## 6. REPAYMENT AND RETENTION OF THE FUNDING

At the completion of the Project or the conclusion of this Agreement (whichever occurs first) the Recipient must remit to the Department within twenty (20) Business Days any Funding that the Department has paid and that has not been used or committed in accordance with this Agreement.

## 7. LIMITATION OF LIABILITY

Neither the Department nor the State has no responsibility or liability for the success or otherwise of the Project and is not liable for any losses suffered by the Recipient in undertaking the Project. If the Funding is insufficient for the Recipient to properly meet all of its Obligations, then the Recipient is solely responsible for funding any shortfall.

## 8. INSURANCE AND INDEMNITY

(a) The Recipient must affect and maintain throughout the Term adequate insurance, with a reputable insurer, to provide cover for the Project undertaken by the Recipient, including Public Liability and Workers' Compensation insurances and property insurance covering loss of or damage to any property that the Recipient uses on the Project for its full replacement value.

If and when requested by the Department, the Recipient must provide either or both of the following:

(i) a written statement of the applicable insurance cover held by the Recipient; and

(ii) a copy of any policy of insurance, a Certificate of Currency, and receipts for premiums in connection with any policy of insurance.

(b) The Recipient indemnifies and must keep indemnified the State and the Department and to hold them and their respective officers, employees and agents harmless from and against all claims, costs, damages, expenses, losses and liabilities claimed, suffered or incurred by the State or the Department or any of their respective officers, employees and agents whether before or after the date of this Agreement to the extent caused by any:

(i) breach of any Obligation by the Recipient;

(ii) act or omission of the Recipient or its employees, contractors, officers or agents; or

(iii) breach of a State or Commonwealth law by the Recipient or any of its employees, contractors, officers or agents.

(c) This indemnity will survive expiration or termination of this Agreement.

## 9. FREEDOM OF INFORMATION ACT 1992, FINANCIAL MANAGEMENT ACT 2006 AND AUDITOR GENERAL ACT 2006

(a) This Agreement and information regarding it is subject to the *Freedom of Information Act 1992* (WA). The Department may publicly disclose information in relation to this Agreement, including its terms and the details of the Recipient.

(b) Despite any express or implied provision of this Agreement to the contrary, the powers and responsibilities of the Auditor General under the *Financial Management Act 2006* (WA) and the *Auditor General Act 2006* (WA) are not limited or affected by this Agreement. The Recipient must allow the Auditor General, or an authorised representative, to have access to and examine the Recipient's records and information concerning this Agreement.

## 10. WARRANTIES

Except where the Recipient has otherwise disclosed in writing to the Department, and the Department has given its prior written consent to the matter disclosed, the Recipient warrants in favour of the Department and the State that:

(a) the Recipient has no conflict of interest arising out of this Agreement;

(b) the Recipient is properly authorised and has the power to enter into this Agreement and perform the Obligations;

(c) the Recipient's Obligations under this Agreement are valid and binding and are enforceable against the Recipient;

(d) all information provided by the Recipient to the Department in connection with this Agreement is true and correct;

(e) there is no litigation or arbitration, and there are no administrative proceedings, taking place, pending or threatened against the Recipient which could have a materially adverse effect on the Recipient's ability to perform its Obligations;

(f) neither the Recipient nor any officer of the Recipient has been convicted of a criminal offence that is punishable by imprisonment or detention; and

(g) there is nothing that prevents the Recipient from complying with any of its Obligations.

## 11. PROBITY

(a) The Recipient must notify the Department if they consider a Probity Event has occurred or may occur. Such notice must describe the circumstances giving rise to the occurrence (or possible occurrence) of the Probity Event.

(b) The Department may, at any time, make any inquiries of the Recipient in relation to any issue or matter which may constitute a Probity Event, by giving the Recipient a notice setting out those issues or matters.

(c) The Recipient must, within five (5) Business Days of receipt of a notice under sub-clause (b), provide full details of the matters or issues requested by the Department.

(d) If the Recipient notifies the Department under sub-clause (a), of if the information provided by the Recipient under sub-clause (c) leads the Department to believe on reasonable grounds that a Probity Event has occurred, then sub-clauses (e) and (f) shall apply.

(i) Within three (3) Business Days of receipt of a notice under either of sub-clauses (a) or (d), the Parties must meet in good faith and discuss the occurrence of such an event and endeavour to agree on the actions to be taken by the Recipient to resolve such Probity Event.

If the Parties agree on a course of action then the Recipient must ensure that the actions are taken immediately following such agreement.

(e) If the Parties are unable to reach agreement under sub-clause (e) within five (5) Business Days of meeting, or the Recipient fails to meet with the Department in accordance with sub-clause (e), then the Department may serve a further notice on the Recipient setting out the action that the Department requires the Recipient to take to address the adverse effects of the Probity Event and the time within which such action must be taken including without limitation any or all of the following:

(i) terminating any contract; or

(ii) procuring that a person cease to have shares, entitlements, contracts, arrangements, significant influence, or power of control over the Recipient; or

(iii) removing a person from any involvement with the Project.

## 12. DEFAULT AND TERMINATION

### 12.1 Event of Default by the Recipient

An Event of Default occurs if:

(a) the Recipient breaches any Obligation which (if remediable) continues without remedy for ten (10) Business Days after notice in writing has been served on the Recipient by the Department; or

(b) the Recipient breaches this Agreement and such breach cannot be remedied; or

(c) the Recipient suffers or is or becomes subject to an Insolvency Event; or

(d) the Department has reasonable grounds to believe that the Recipient is unwilling or unable to comply with its Obligations; or

(e) any aspect of this Agreement is or is held to be void, unenforceable, or invalid for whatever reason; or

(f) a representation or warranty made by the Recipient under this Agreement is or becomes untrue or is breached; or

(g) the Recipient persistently, regularly, consistently or continually breaches this Agreement; or

(h) any officer of the Recipient is convicted of a criminal offence that is punishable by imprisonment or detention; or

(i) the Recipient is convicted of a criminal or statutory offence that is punishable by a fine or penalty of, or exceeding, $10,000; or

(j) if in the reasonable opinion of the Department, the reputation of the Department, the State of Western Australia or the Government of Western Australia is, or is likely to be, damaged by any act or omission of the Recipient.

### 12.2 Effect of event of default

If an Event of Default occurs, the Department may terminate this Agreement by providing further notice in writing to the Recipient and in any such event without limiting the Department's rights at law the Recipient must immediately refund all unexpended Funding to the Department.

## 13. GOODS AND SERVICES TAX (GST)

(a) For the purposes of clause 13 and Schedule 5:

(i) "GST" means the goods and services tax applicable to any taxable supplies as determined by the GST Act;

(ii) "GST Act" means *A New Tax System (Goods and Services Tax) Act 1999* (Cth) and includes all associated legislation and regulations; and

(iii) the terms "supply", "tax invoice", "taxable supply" and "value" have the same meanings as in the GST Act.

(b) If the supply of anything under this Agreement is a taxable supply under the GST Act, the Funding is inclusive of GST.

(c) The Obligation of the Department to pay the GST on any supply by the Recipient under this Agreement is conditional upon the prior issue by the

Recipient to the Department of a tax invoice that complies with the GST Act. This provision applies notwithstanding any law to the contrary.

## 14. NOTICES

Any notice or other communication that may or must be given under this Agreement:

(a) must be in writing;

(b) may be given by an authorised officer of the Party giving notice;

(c) must be:

(i) hand-delivered or sent by prepaid post to the address of the Party receiving the notice as set out in item 1 of Schedule 1; or

(ii) sent by facsimile to the facsimile number of the Party receiving the notice as set out in item 1 of Schedule 1; or

(iii) if item 1 of Schedule 1 includes email addresses, sent to that email address and the notice is in an attachment in .pdf format;

(d) subject to paragraph (e), is taken to be received:

(i) in the case of hand delivery, on the date of delivery;

(ii) in the case of post, on the seventh Business Day after posting;

(iii) in the case of facsimile, on the date of transmission; and

(iv) in the case of email on the date of sending unless the sender does receive a notification that the email has not been delivered; and

(e) if received after 5.00 pm or on a day other than a Business Day, is taken to be received on the next Business Day.

## 15. WAIVER

(a) No right under this Agreement will be deemed to be waived except by notice in writing signed by both Parties.

(b) A waiver by either Party will not prejudice that Party's rights in relation to any further breach of this Agreement by the other Party.

(c) Any failure to enforce this Agreement, or any forbearance, delay or indulgence granted by one Party to the other Party, will not be construed as a waiver of any rights.

## 16. ENTIRE AGREEMENT

This Agreement constitutes the entire Agreement between the Parties and supersedes all communications, negotiations, arrangements and agreements between the Parties with respect to the subject matter of this Agreement.

## 17. ASSIGNMENT ETC.

(a) This Agreement is personal to the Recipient and may not be assigned, novated, encumbered or otherwise dealt with by the Recipient without the Department's consent, which may be withheld at the Department's discretion.

(b) The Recipient will be deemed to have assigned this Agreement if any act, matter or thing is done or occurs, the effect of which is, in the opinion of the Department, to transfer, directly or indirectly, the management or control of the Recipient.

(c) The Department may deal with its rights and Obligations under this Agreement as it sees fit.

## 18. VARIATION

Any modification, amendment or other variation to this Agreement must be made in writing, duly executed by both Parties.

## 19. RIGHTS AND REMEDIES

The rights, powers and remedies in this Agreement are in addition to, and not exclusive of, the rights, powers and remedies existing at law or in equity.

## 20. GOVERNING LAW

This Agreement is governed by the laws of Western Australia. Each Party irrevocably submits to the exclusive jurisdiction of the courts of Western Australia.

## 21. SCHEDULES

(a) Any express or implied provision of any Schedule hereto is hereby deemed to be a provision of this Agreement and therefore must be complied with (by the relevant Party) in accordance with its terms.

(b) In sub-clause 21(a), "provision" includes term, condition, warranty, stipulation, right, Obligation, representation and the like.

(c) Without limiting the preceding provisions of this clause 21, the Recipient must comply with the Special Conditions, if any.

## 22. DISPUTE RESOLUTION

(a) Subject to clause 22(j), the Parties agree that unless and until a Party has complied with the requirements of this Clause 22, a Party may not commence any court proceedings in respect of any dispute.

(b) If at any time a dispute exists:

(i) between the Department and the Recipient either party may refer the dispute to the relevant Contact Officers appointed under clause 5 and specified at items 2.1 and 2.2 respectively for resolution and

(ii) the relevant Contact Officers will consider the dispute referred to them and in doing so, give due consideration to submissions by the Parties in connection with the dispute.

(c) If a dispute remains unresolved ten (10) Business Days after the referral of the dispute to the relevant Contact Officers under sub-clause (b), a Party may give a written notice to other party in accordance with this sub-clause (c) (**Dispute Notice**).

(d) The Dispute Notice must:

(i) state that the notice is given under this clause 22;

(ii) describe the nature of the Dispute; and

(iii) nominate the Party's authorised officer for resolution of the Dispute (**Authorised Officer**).

(e) Within two (2) Business Days after receipt of a Dispute Notice, the recipient Party must give a written notice to the other Party nominating its Authorised Officer.

(f) The Parties must ensure that their Authorised Officers meet and negotiate with a view to resolving the Dispute within five (5) Business Days after the receipt of the notice referred to sub-clause (c).

(g) If the Parties' Authorised Officers fail to resolve the Dispute within ten (10) Business Days after receipt of the Dispute Notice given by a Party in accordance with sub-clause (c), the Parties' Authorised Officers may agree a dispute resolution process for the resolution of the Dispute in which case the Dispute will be resolved in accordance with such process.

(h) Either Party may commence litigation if:

(i) the Parties fail to resolve the Dispute in accordance with paragraph (f) and fail to agree a dispute resolution process in accordance with paragraph (g) within ten (10) Business Days after the receipt of a Dispute Notice given by a party in accordance with paragraph (c);

(ii) either Party fails to comply with any of the requirements of this Clause 22; or

(iii) either Party fails to comply with any dispute resolution process agreed in accordance with paragraph (g).

(i) The Parties must continue to perform their obligations under this Agreement despite the existence of any dispute between the Parties.

(j) This clause does not apply:

(i) if a Party considers it necessary to seek an urgent interim determination; or

(ii) where the Department considers that an Event of Default has occurred under this Agreement.

## SCHEDULE 1 – CONTACT OFFICERS

### 1. Notice addresses

### 1.1 Department

| | |
|---|---|
| **Mail** | PO Box 8439 Perth Business Centre WA 6849 |

### 1.2 Recipient

| | |
|---|---|
| **Mail** | Locked Bag 437, Victoria Park WA 6979 |
| **Email** | ADawe@vicpark.wa.gov.au |

### 2. Contact officers

### 2.1 Department

| | |
|---|---|
| **Name** | Clayton White |
| **Job title** | Manager Community Infrastructure |
| **Phone** | 9492 9816 |
| **Email** | Clayton.white@dlgsc.wa.gov.au |
| **Postal address** | PO Box 8349 Perth Business Centre WA 6849 |
| **Street address** | 246 Vincent Street Leederville 6007 |

### 2.2 Recipient

| | |
|---|---|
| **Name** | Andrew Dawe |
| **Job title** | Strategic Projects Manager |
| **Phone** | 9311 8111 |
| **Email** | ADawe@vicpark.wa.gov.au |
| **Postal address** | Locked Bag 437, Victoria Park WA 6979 |
| **Street address** | 99 Shepperton Rd, Victoria Park WA 6100 |

### 2.3 Recipient financial contact

| | |
|---|---|
| **Name** | Gabor Bronson |
| **Job title** | Senior Procurement Officer |
| **Phone** | 9311 8111 |
| **Email** | GBronson@vicpark.wa.gov.au |
| **Postal address** | Locked Bag 437, Victoria Park WA 6979 |
| **Street address** | 99 Shepperton Rd, Victoria Park WA 6100 |

## SCHEDULE 2 – FINANCIAL REPORT

*The Department will provide relevant reporting templates to assist the Recipient in completing its reporting Obligations under this Schedule as per Clause 3.5 of the Agreement.*

*The information listed below, is indicative of the information requested by the Department and may be properly varied from time to time.*

1. Total approved budget for the current financial year.
2. Balance brought forward from previous reporting period.
3. Payments received from the Department to date.
4. Total committed in the current period from funds received.
5. Actual expenditure to date.
6. Initial estimated cost of the Project.
7. Amount of interest earned.
8. Amount of funding leveraged from other sources.
9. Forecast cost to complete the Project.
10. Use of funds: Infrastructure/Services/Administration

## SCHEDULE 3 – EVALUATION REPORT

*The Department will provide relevant reporting templates to assist the Recipient in completing its reporting Obligations under this Schedule as per Clause 3.5 of the Agreement.*

*The information listed below, is indicative of the information requested by the Department and may be properly varied from time to time.*

1. Project outputs/outcomes (Key Performance Indicators).
2. Linkage to outcomes.
3. Project indicators.
4. Milestones/achievements target for the reporting period.
5. Milestones/actual achievements for the reporting period.
6. Explanation of variances between target and actual achievements, including impediments encountered, action taken to overcome these and potential future impediments if any.
7. Funding allocation by project category.
8. What precisely the Funding received has been spent on.

## SCHEDULE 4 –PROJECT DETAILS

### 1. Project

The State Government has committed $4 million to the Town of Victoria Park towards the design and construction of sport, recreation and community infrastructure at Lathlain Park.

The purpose of the funding is to assist in meeting costs associated with the planning, concept design development, stakeholder engagement, detailed design development, construction and commissioning of facilities for the Perth Football Club.

An indicative project timeline has been prepared and presented which the department will monitor.

### 2. Funding amount

$4 million will be provided for the Project noted in Clause 1 above.

The payment of the Funding will be subject to ongoing assessment of Project expenditure by the Department.

### 3. Manner in which Funding is to be paid

After this Agreement has been executed by both Parties, the Department will authorise payments to the Recipient as per the schedule below and in the manner described in Schedule 4 and Schedule 5.

| A<br>Serial | B<br>Milestone | C<br>Instalment amount |
|---|---|---|
| 1 | On execution of the financial assistance agreement | $2,000,000 |
| 2 | On execution of construction contract | $1,500,000 |
| 3 | On practical completion | $500,000 |

### 4. Detailed description of project

### 4.1. Project description

To assist the Town of Victoria Park in the design and construction of upgraded sport, recreation and community infrastructure at Lathlain Park.

The Town has been consulting with key stakeholders since 2015 to deliver the Lathlain Precinct Redevelopment Project. To date, a number of ‘zones’ within the precinct have been redeveloped. The project that is the subject of this funding agreement includes the development of ‘fit-for-purpose’ facilities for the Perth Football Club and other user groups which includes:

- Accessible (grandstand) seating
- Community and commercial hireable spaces
- Internal and external toilets
- Home and away men’s changerooms
- Home and away women’s changerooms

- Umpires' room
- First aid room
- Gymnasium
- Club administration, office and merchandise space
- Kitchen and kiosk
- Function space
- Licensed areas.

### 4.2. Project outcome

That the Town of Victoria Park plan, design, cost and development new sport, recreation and community infrastructure at Lathlain Park.

The outcomes/outputs and the performance measures of the Project are as follows:

| Outcome | Performance measures |
|---|---|
| New infrastructure developed | Design endorsed by Council, project budget approved and management arrangements confirmed for the new infrastructure. |

*Reporting*

| Output | Performance measures |
|---|---|
| Job creation | Number of people employed in the following demographics<br>• local<br>• Aboriginal people<br>• persons aged 18 to 25<br>• women. |
| Apprenticeships and training | Number of apprenticeships and training opportunities provided |

### 4.3. Project timeframe

The Recipient agrees to commence the Project within 6 months after execution of this Agreement and to finalise the Project within 12 months after the Project Completion Date noted in the table below.

| Main activities / milestones | Milestone date |
|---|---|
| Project commences | **February 2021** |
| Engage lead consultant | **April 2021** |
| Concept design approved by council | **August 2021** |
| Detailed design documentation and costings received | **March 2022** |
| Construction Tender awarded | **August 2022** |

| Main activities / milestones | Milestone date |
|---|---|
| Commissioning and handover | **Late 2023** |

### 4.4. Project budget

| Project Items | Funds under this Agreement ($) | Other funding ($) | Sources of other funding | Total funds ($) |
|---|---|---|---|---|
| Design and construction of Lathlain Park sport, recreation and community infrastructure. | 4,000,000 | | | 4,000,000 |
| | | 4,000,000 | Commonwealth Government | 4,000,000 |
| | | 5,000,000 | Town of Victoria Park | 5,000,000 |
| | | 1,000,000 | West Coast Eagles | 1,000,000 |
| **TOTALS** | **$4,000,000** | **$10,000,000** | | **$14,000,000** |

## 5. Term of Agreement

The Term of this Agreement commences on the execution date of this Agreement and ends 36 months after the execution date.

The preceding paragraph is subject to those provisions of this Agreement that expressly or impliedly survive the expiration of this Agreement.

## 6. SPECIAL CONDITIONS

### 6.1. Project savings

The Recipient must inform the State if any savings associated with the cost of the Project are made by the Recipient in, or during, the delivery of the Project. The State will decide, in its sole discretion, whether any savings made may be used by the Recipient in accordance with the Approved Purpose, or whether they must be paid to the State.

### 6.2. Interest earned

The Recipient must inform the State if any interest accrues on Grant monies paid to the Recipient. The State will decide, in its sole discretion, whether any interest accrued on Grant monies must either be used by the Recipient in accordance with the Approved Purpose, or must be paid to the State, or retained by the Recipient for its own purposes.

### 6.3. Pre-funding requirements

The Recipient must, prior to any payment of Grant monies being made by the State, meet the following obligations:

#### a. Bank account

the Recipient opening a separate bank account or cost centre for the Grant to be deposited into. Thereafter the Recipient must provide copies of all bank account statements to the Department within 14 days of the end of each month.

**b. Project control group**

the Recipient appointing a suitably qualified internal project control group, with delegated authority to make decisions on behalf of the Recipient regarding the design and delivery of the Project. The Department reserves the right to appoint a non-voting representative to the project control group.

**c. Project manager**

the Recipient appointing a suitably experienced and qualified project manager whose experience and qualifications must first be approved by the Department in writing. The project manager will be part of the project control group. The costs associated with the project manager will be met by the Recipient. The Recipient must promptly notify the State of any proposed change to the appointment of the project manager and obtain the State's prior approval in writing to any replacement.

### 6.4. No additional funding

The Recipient acknowledges that the Grant is the maximum total commitment towards the Project by the State and that the Recipient is responsible for any shortfall.

### 6.5. Business case

The Recipient must adhere to the business case (if any) which has been approved by the State in all material respects. Any material variation to the business case must first be approved by the Department in writing.

### 6.6. Project approvals

Prior to commencing work the Recipient must obtain all necessary statutory approvals and provide evidence of that fact to the Department.

### 6.7. Works

Works must be carried out to the satisfaction of the Department.

## SCHEDULE 5 – PAYMENT OF THE FUNDING

Funding will be made available as a conditional grant specifically for the delivery of the Project outlined in Schedule 4.

The Recipient will forward an invoice to the Department for the amount of the Funding outlined in Schedule 4. The payment will be processed by the Department and the payment cheque to the Recipient will then be electronic funds transferred to:

| | |
|---|---|
| **Account name** | Town of Victoria Park Municipal Account |
| **BSB** | 066-000 |
| **Account number** | 1007 4440 |

The Department through its internal process may raise a recipient-created tax invoice (RCTI) for the Funding amount identified in Schedule 4. The terms of the RCTI are governed by the following:

(a) The Recipient warrants that it has an Australian Business Number and is registered for GST.

(b) The Recipient must immediately notify the Department in writing of any change to the Recipient's registration for GST.

(c) If any supply is made by the Recipient after the date of this Agreement in connection with the Funding, the Department may issue a RCTI in respect of the supply and the Recipient will not issue a tax invoice in respect of that supply.

(d) The Recipient and the Department may agree that the provisions of the agreement to use recipient-created tax invoices will not apply in respect of a particular supply, in which case the Recipient must issue a tax invoice in respect of that supply.

(e) The Department or the Recipient may terminate agreement to use RCTIs at any time by giving written notice to the other Party.

(f) In this Agreement the terms "supply", "registered", "tax invoice", "recipient-created tax invoice" and "GST" have the same meaning as in the GST Act and "GST Act" means the *A New Tax System (Goods and Services Tax) Act 1999*.

**EXECUTION OF THIS AGREEMENT**

Authorised on behalf of the **Minister for Sport and Recreation** by

**Duncan Ord**
Director General
Department of Local Government, Sport and Cultural Industries.



Authorised on behalf of the
Town of Victoria Park
**Anthony Vuleta**
**Chief Executive Officer**

in the presence of:

_____
(Witness sign)

_____
(Witness position)

Affix Common Seal here (if applicable):

| Payment | Date | Payee | Description | Amount |
|---|---|---|---|---|

## Municipal Fund Bank Account

### Cancelled Payments

#### Creditors EFT Payments

| | | | | |
|---|---|---|---|---|
| 1828.3520-01 | 22-Apr-21 | BikeDr Cycle Services Pty Ltd | ********** C A N C E L L E D ****** | 940.00 |
| 1813.7228-01 | 1-Apr-21 | Brainbox Advisory | ********** C A N C E L L E D ****** | 1,584.00 |
| 1828.5411-01 | 22-Apr-21 | DVG Melville Hyundai | ********** C A N C E L L E D ****** | 48,335.22 |
| 1833.5411-01 | 29-Apr-21 | DVG Melville Hyundai | ********** C A N C E L L E D ****** | 48,335.22 |
| 1822.3387-01 | 15-Apr-21 | Mr R D Richardson | ********** C A N C E L L E D ****** | 200.00 |
| | | | **Total Creditors EFT Payments** | **99,394.44** |

### Payments

#### Creditors Cheques

| | | | | |
|---|---|---|---|---|
| 00608841 | 28-Apr-21 | JCT Consultancy Limited | Software and IT Solutions | 540.00 |
| | | | **Total Creditors Cheques** | **540.00** |

#### Creditors EFT Payments

| | | | | |
|---|---|---|---|---|
| 1828.1215-01 | 22-Apr-21 | 4 Logic | Software and IT Solutions | 654.50 |
| 1828.7261-01 | 22-Apr-21 | A Line in the Air | Event Performance and Activity | 600.00 |
| 1822.1328-01 | 15-Apr-21 | Abco Products Pty Ltd | Cleaning Services and Equipment | 543.03 |
| 1828.1328-01 | 22-Apr-21 | Abco Products Pty Ltd | Cleaning Services and Equipment | 329.88 |
| 1833.1328-01 | 29-Apr-21 | Abco Products Pty Ltd | Cleaning Services and Equipment | 534.71 |
| 1828.3400-01 | 22-Apr-21 | Academy Services (WA) Pty Ltd | Cleaning Services and Equipment | 7,340.20 |
| 1828.1119-01 | 22-Apr-21 | Access Office Industries | Furniture Supply and Repair | 1,265.92 |
| 1828.1513-01 | 22-Apr-21 | AD Engineering International Pty Lt | Equipment Supply and Repair | 528.00 |
| 1824.7314-01 | 15-Apr-21 | Advanced Patios | Refund - Application Fee | 166.65 |
| 1833.2555-01 | 29-Apr-21 | AGS Metal Work | Steel Supplies | 1,182.50 |
| 1822.750-01 | 15-Apr-21 | Air Communications | Software and IT Solutions | 2,211.00 |
| 1833.7079-01 | 29-Apr-21 | Align Strategy and Projects | Strategic Services | 21,153.00 |
| 1820.538-01 | 8-Apr-21 | Alinta | Gas Usage Charges | 813.10 |
| 1829.538-01 | 22-Apr-21 | Alinta | Gas Usage Charges | 116.15 |
| 1822.4391-01 | 15-Apr-21 | Allstate Kerbing & Concrete | Footpath Materials and Construction | 8,338.83 |
| 1828.279-01 | 22-Apr-21 | Ampol Australia Petroleum Pty Ltd | Fuel and Oils | 8,936.74 |
| 1813.4093-01 | 1-Apr-21 | Aquatic Services WA Pty Ltd | Equipment Supply and Repair | 8,344.60 |
| 1822.4093-01 | 15-Apr-21 | Aquatic Services WA Pty Ltd | Equipment Supply and Repair | 1,983.30 |
| 1828.4093-01 | 22-Apr-21 | Aquatic Services WA Pty Ltd | Equipment Supply and Repair | 766.70 |
| 1833.4093-01 | 29-Apr-21 | Aquatic Services WA Pty Ltd | Equipment Supply and Repair | 7,670.30 |
| 1822.6985-01 | 15-Apr-21 | Arbor Carbon Pty Ltd | Environmental Services | 17,973.73 |
| 1813.993-01 | 1-Apr-21 | Arbor Centre Pty Ltd | Landscaping Materials and Services | 174.34 |
| 1822.993-01 | 15-Apr-21 | Arbor Centre Pty Ltd | Landscaping Materials and Services | 174.34 |
| 1813.7230-01 | 1-Apr-21 | Archer Street Physiotherapy Centre | Refund - Bond | 2,000.00 |
| 1833.5336-01 | 29-Apr-21 | Archival Survival Pty Ltd | Record Management Services | 561.06 |
| 1828.4923-01 | 22-Apr-21 | Area 5 Football Pty Ltd | Equipment Supply and Repair | 1,650.00 |
| 1822.366-01 | 15-Apr-21 | ASCTA | Membership and Subscription | 750.00 |
| 1828.662-01 | 22-Apr-21 | Asphaltech Pty Ltd | Road Construction Materials and Services | 86,608.04 |
| 1833.662-01 | 29-Apr-21 | Asphaltech Pty Ltd | Road Construction Materials and Services | 126,416.90 |
| 1813.1435-01 | 1-Apr-21 | Atom Supply | Equipment Supply and Repair | 207.22 |
| 1822.1435-01 | 15-Apr-21 | Atom Supply | Equipment Supply and Repair | 611.01 |
| 1828.1435-01 | 22-Apr-21 | Atom Supply | Equipment Supply and Repair | 73.92 |
| 1828.4492-01 | 22-Apr-21 | AussieProperty.com | Refund - Rates | 28.93 |
| 1813.1866-01 | 1-Apr-21 | Austraffic WA | Traffic Control Services | 1,868.35 |
| 1828.272-01 | 22-Apr-21 | Australia Day Council of WA | Membership and Subscription | 2,420.00 |
| 1813.273-01 | 1-Apr-21 | Australia Post | Postage Services | 4,659.70 |
| 1828.273-01 | 22-Apr-21 | Australia Post | Postage Services | 13,982.87 |
| 1833.1489-01 | 29-Apr-21 | Australian Breastfeeding Associatio | Licencing and Subscriptions | 909.70 |
| 1813.1158-01 | 1-Apr-21 | Australian Hvac Services | Equipment Supply and Repair | 2,279.76 |
| 1828.1158-01 | 22-Apr-21 | Australian Hvac Services | Equipment Supply and Repair | 2,279.76 |
| 1833.1158-01 | 29-Apr-21 | Australian Hvac Services | Equipment Supply and Repair | 1,635.28 |
| 1822.13-01 | 15-Apr-21 | Australian Institute of Management | Training Services | 1,290.00 |
| 1833.13-01 | 29-Apr-21 | Australian Institute of Management | Training Services | 3,899.00 |
| 1822.1995-01 | 15-Apr-21 | Australian Office Leadingbrands.com | Office Supplies | 109.47 |
| 1833.1995-01 | 29-Apr-21 | Australian Office Leadingbrands.com | Office Supplies | 71.80 |
| 1812.50-01 | 1-Apr-21 | Australian Service Union | Superannuation | 25.90 |
| 1823.50-01 | 15-Apr-21 | Australian Service Union | Superannuation | 25.90 |
| 1831.50-01 | 29-Apr-21 | Australian Service Union | Superannuation | 25.90 |

| Payment | Date | Payee | Description | Amount |
|---|---|---|---|---|
| 1812.98000-0 | 1-Apr-21 | Australian Taxation Office | Taxation | 170,916.29 |
| 1823.98000-0 | 15-Apr-21 | Australian Taxation Office | Taxation | 170,405.00 |
| 1831.98000-0 | 29-Apr-21 | Australian Taxation Office | Taxation | 171,335.00 |
| 1818.3881-01 | 8-Apr-21 | AWB Building Co | Facility Maintenance Services | 412.50 |
| 1822.3881-01 | 15-Apr-21 | AWB Building Co | Facility Maintenance Services | 1,299.26 |
| 1828.3881-01 | 22-Apr-21 | AWB Building Co | Facility Maintenance Services | 82.50 |
| 1833.3881-01 | 29-Apr-21 | AWB Building Co | Facility Maintenance Services | 1,608.05 |
| 1813.4665-01 | 1-Apr-21 | Baxters Pty Ltd | Machinery Servicing and Parts | 127.38 |
| 1822.4665-01 | 15-Apr-21 | Baxters Pty Ltd | Machinery Servicing and Parts | 46.59 |
| 1828.280-01 | 22-Apr-21 | Beaver Tree Services | Landscaping Materials and Services | 301,175.72 |
| 1813.3227-01 | 1-Apr-21 | Bee Advice | Environmental Services | 200.00 |
| 1814.7280-01 | 1-Apr-21 | Big Boys Toys International Pty Ltd | Refund - Bond | 13,904.25 |
| 1833.3520-01 | 29-Apr-21 | BikeDr Cycle Services Pty Ltd | Equipment Supply and Repair | 940.00 |
| 1822.5155-01 | 15-Apr-21 | Bin Bath Corporation Pty Ltd | Waste Management Services | 425.81 |
| 1822.6925-01 | 15-Apr-21 | Blue Tan (WA) P/L t/a The Reef Unit | Landscaping Materials and Services | 35,200.00 |
| 1822.287-01 | 15-Apr-21 | BOC Limited | Equipment Supply and Repair | 907.42 |
| 1822.6147-01 | 15-Apr-21 | Boomerang Alliance Incorporated | Environmental Services | 2,153.80 |
| 1822.333-01 | 15-Apr-21 | Boral Construction Materials Group | Road Construction Materials and Services | 304.92 |
| 1833.333-01 | 29-Apr-21 | Boral Construction Materials Group | Road Construction Materials and Services | 671.50 |
| 1826.2093-01 | 19-Apr-21 | BP Australia Pty Ltd | Fuel and Oils | 4,835.05 |
| 1818.7228-01 | 8-Apr-21 | Brainbox Advisory | Training Services | 1,584.00 |
| 1813.290-01 | 1-Apr-21 | Bunnings Building Supplies Pty Ltd | Equipment Supply and Repair | 206.55 |
| 1822.290-01 | 15-Apr-21 | Bunnings Building Supplies Pty Ltd | Equipment Supply and Repair | 514.91 |
| 1828.290-01 | 22-Apr-21 | Bunnings Building Supplies Pty Ltd | Equipment Supply and Repair | 1,036.47 |
| 1833.290-01 | 29-Apr-21 | Bunnings Building Supplies Pty Ltd | Equipment Supply and Repair | 7.48 |
| 1828.4821-01 | 22-Apr-21 | Buzz Enterprises P/L T/A Sifting Sa | Equipment Supply and Repair | 4,407.20 |
| 1828.3001-01 | 22-Apr-21 | Cadgroup Australia Pty Ltd | Software and IT Solutions | 11,412.50 |
| 1818.3379-01 | 8-Apr-21 | Carlisle Cricket Club | Catering and Refreshments | 1,500.00 |
| 1813.300-01 | 1-Apr-21 | Carlisle Events Hire Pty Ltd | Equipment Hire | 1,257.30 |
| 1818.1503-01 | 8-Apr-21 | CCM Furniture Pty Ltd t/as CCM Clea | Cleaning Services and Equipment | 99.00 |
| 1822.1503-01 | 15-Apr-21 | CCM Furniture Pty Ltd t/as CCM Clea | Cleaning Services and Equipment | 22,377.19 |
| 1828.1503-01 | 22-Apr-21 | CCM Furniture Pty Ltd t/as CCM Clea | Cleaning Services and Equipment | 946.02 |
| 1833.1503-01 | 29-Apr-21 | CCM Furniture Pty Ltd t/as CCM Clea | Cleaning Services and Equipment | 8,811.00 |
| 1828.6797-01 | 22-Apr-21 | CelloPark Australia Pty Ltd | Parking Management Services | 550.00 |
| 1822.985-01 | 15-Apr-21 | Children's Book Council of Australi | Library Equipment and Stock | 75.00 |
| 1822.2262-01 | 15-Apr-21 | Chivers Asphalt | Road Construction Materials and Services | 7,524.00 |
| 1818.1044-01 | 8-Apr-21 | City of Armadale | Printing Services | 318.28 |
| 1833.1044-01 | 29-Apr-21 | City of Armadale | Printing Services | 1,362.16 |
| 1815.57-01 | 1-Apr-21 | City of Perth Superannuation Plan | Superannuation | 1,176.19 |
| 1832.57-01 | 29-Apr-21 | City of Perth Superannuation Plan | Superannuation | 1,041.63 |
| 1831.2926-01 | 29-Apr-21 | City of Subiaco | Local Government Services | 2,038.63 |
| 1833.511-01 | 29-Apr-21 | City Subaru | Plant Supply and Servicing | 828.50 |
| 1813.466-01 | 1-Apr-21 | Civica Pty Ltd | Software and IT Solutions | 39,113.91 |
| 1822.466-01 | 15-Apr-21 | Civica Pty Ltd | Software and IT Solutions | 10,393.82 |
| 1828.466-01 | 22-Apr-21 | Civica Pty Ltd | Software and IT Solutions | 264.00 |
| 1818.483-01 | 8-Apr-21 | Cleanaway | Waste Management Services | 170,574.21 |
| 1822.483-01 | 15-Apr-21 | Cleanaway | Waste Management Services | 15,775.92 |
| 1828.483-01 | 22-Apr-21 | Cleanaway | Waste Management Services | 213,334.82 |
| 1828.913-01 | 22-Apr-21 | Coffee Table Delights | Catering and Refreshments | 85.47 |
| 1822.7269-01 | 15-Apr-21 | Colf Pty Ltd T/As Bio Soil Solution | Landscaping Materials and Services | 4,100.80 |
| 1818.6834-01 | 8-Apr-21 | Concept Audio Visual | Software and IT Solutions | 2,128.50 |
| 1822.413-01 | 15-Apr-21 | Construction Training Fund | Levy Payments | 16,579.50 |
| 1833.7137-01 | 29-Apr-21 | Contact Point IT Services Pty Ltd | Community Service | 990.00 |
| 1813.689-01 | 1-Apr-21 | Copley Contracting | Road Construction Materials and Services | 1,841.07 |
| 1818.689-01 | 8-Apr-21 | Copley Contracting | Road Construction Materials and Services | 8,792.30 |
| 1822.689-01 | 15-Apr-21 | Copley Contracting | Road Construction Materials and Services | 13,707.49 |
| 1833.689-01 | 29-Apr-21 | Copley Contracting | Road Construction Materials and Services | 5,048.67 |
| 1828.4154-01 | 22-Apr-21 | CoreLogic Asia Pacific | Software and IT Solutions | 2,243.87 |
| 1822.2186-01 | 15-Apr-21 | Cornerstone Legal Pty Ltd | Legal Services | 924.00 |
| 1822.1735-01 | 15-Apr-21 | Covs Parts Pty Ltd | Machinery Servicing and Parts | 412.30 |
| 1833.1735-01 | 29-Apr-21 | Covs Parts Pty Ltd | Machinery Servicing and Parts | 116.12 |
| 1812.55-01 | 1-Apr-21 | CSA Employer Services | Superannuation | 648.51 |
| 1823.55-01 | 15-Apr-21 | CSA Employer Services | Superannuation | 648.51 |
| 1831.55-01 | 29-Apr-21 | CSA Employer Services | Superannuation | 648.51 |
| 1822.478-01 | 15-Apr-21 | CSP Industries Pty Ltd | Machinery Servicing and Parts | 480.60 |
| 1822.7141-01 | 15-Apr-21 | Dangerous Delights | Event Performance and Activity | 1,000.00 |

| Payment | Date | Payee | Description | Amount |
|---|---|---|---|---|
| 1818.723-01 | 8-Apr-21 | Data#3 Limited | Software and IT Solutions | 19,037.96 |
| 1828.723-01 | 22-Apr-21 | Data#3 Limited | Software and IT Solutions | 8,470.20 |
| 1822.5458-01 | 15-Apr-21 | David Barr | Planning and Building Services | 1,000.00 |
| 1822.426-01 | 15-Apr-21 | Daytone Printing Pty Ltd | Printing Services | 115.50 |
| 1833.426-01 | 29-Apr-21 | Daytone Printing Pty Ltd | Printing Services | 514.80 |
| 1813.4369-01 | 1-Apr-21 | Delissimo | Catering and Refreshments | 968.55 |
| 1813.346-01 | 1-Apr-21 | Della's Group Pty Ltd | Printing Services | 1,943.70 |
| 1822.5435-01 | 15-Apr-21 | Department of Mines, Industry | Levy Payments | 22,057.07 |
| 1828.5873-01 | 22-Apr-21 | Dominos Pizza | Catering and Refreshments | 189.95 |
| 1818.339-01 | 8-Apr-21 | Double Hire | Shade Sails Supply and Installation | 2,112.00 |
| 1822.4697-01 | 15-Apr-21 | Downer EDI Engineering Power Pty Lt | Fire Alarm and Security Services | 6,980.38 |
| 1833.4697-01 | 29-Apr-21 | Downer EDI Engineering Power Pty Lt | Fire Alarm and Security Services | 1,429.60 |
| 1830.7358-01 | 29-Apr-21 | Dr M Moshtaq | Refund - Infringement | 60.00 |
| 1822.5226-01 | 15-Apr-21 | Drainflow Services Pty Ltd | Drainage | 1,188.00 |
| 1813.957-01 | 1-Apr-21 | DVA Fabrications | Furniture Supply and Repair | 6,083.00 |
| 1822.3702-01 | 15-Apr-21 | Dynamic Flame Badminton Club | Kidsport Program | 1,140.00 |
| 1813.2375-01 | 1-Apr-21 | Dynasty Embroidery (Australia) Pty | Uniforms and Protective Equipment | 233.20 |
| 1812.3243-01 | 1-Apr-21 | EasiSalary Pty Ltd trading as Expre | Superannuation & Employee Deductions | 14,629.11 |
| 1823.3243-01 | 15-Apr-21 | EasiSalary Pty Ltd trading as Expre | Superannuation & Employee Deductions | 13,228.02 |
| 1831.3243-01 | 29-Apr-21 | EasiSalary Pty Ltd trading as Expre | Superannuation & Employee Deductions | 13,709.13 |
| 1822.1202-01 | 15-Apr-21 | East Victoria Park Primary School | Donation-Community | 440.00 |
| 1818.7043-01 | 8-Apr-21 | Empire Bar Pty Ltd | Catering and Refreshments | 814.50 |
| 1833.6999-01 | 29-Apr-21 | Ensyst Pty Ltd | Software and IT Solutions | 9,064.00 |
| 1822.1795-01 | 15-Apr-21 | Environmental Health Australia WA I | Environmental Services | 295.00 |
| 1833.1795-01 | 29-Apr-21 | Environmental Health Australia WA I | Environmental Services | 130.00 |
| 1833.4752-01 | 29-Apr-21 | Enzed Welshpool | Equipment Supply and Repair | 313.36 |
| 1813.4461-01 | 1-Apr-21 | Everbloom Flowers Pty Ltd | Flowers | 173.47 |
| 1833.7327-01 | 29-Apr-21 | Exclusive Photobooths | Photography and Imaging Services | 525.00 |
| 1833.2732-01 | 29-Apr-21 | Exteria | Furniture Supply and Repair | 27,922.40 |
| 1813.6646-01 | 1-Apr-21 | F Jones & A.C Pettit/ ACEconnect/ W | Community Service | 750.00 |
| 1822.541-01 | 15-Apr-21 | Fennell Tyres Inernational Pty Ltd | Tyres | 944.00 |
| 1822.2197-01 | 15-Apr-21 | Find Wise Location Services | Road Construction Materials and Services | 968.00 |
| 1817.672-01 | 7-Apr-21 | Fines Enforcement Registry | Financial Services | 2,233.00 |
| 1825.672-01 | 15-Apr-21 | Fines Enforcement Registry | Financial Services | 4,697.00 |
| 1833.4259-01 | 29-Apr-21 | Flexi Staff Pty Ltd | Agency and Contract Staff | 4,031.15 |
| 1828.907-01 | 22-Apr-21 | Forpark Australia | Equipment Supply and Repair | 363.00 |
| 1822.4417-01 | 15-Apr-21 | Forum Group Pty Ltd | Printing Services | 1,810.64 |
| 1822.7216-01 | 15-Apr-21 | FOS Electrical Pty Ltd | Electrical Services and Maintenance | 16,027.14 |
| 1833.7216-01 | 29-Apr-21 | FOS Electrical Pty Ltd | Electrical Services and Maintenance | 64,108.57 |
| 1822.371-01 | 15-Apr-21 | Frazzcon Enterprises | Sign Installation and Supply | 2,898.23 |
| 1822.2701-01 | 15-Apr-21 | Full Steam Ahead Ironing Service | Cleaning Services and Equipment | 92.15 |
| 1813.2679-01 | 1-Apr-21 | Funtastic Faces | Event Performance and Activity | 780.00 |
| 1822.4213-01 | 15-Apr-21 | Galactic Co-Operative WA Ltd | Equipment Supply and Repair | 78.62 |
| 1818.6107-01 | 8-Apr-21 | Games World | Library Equipment and Stock | 459.87 |
| 1822.5284-01 | 15-Apr-21 | Gardiner Autos Pty Ltd | Vehicle Operating Expenses | 239.00 |
| 1813.7207-01 | 1-Apr-21 | Gary Andrew Parris | Photography and Imaging Services | 135.00 |
| 1828.2894-01 | 22-Apr-21 | GFG Consulting | Strategic Services | 13,524.50 |
| 1814.7281-01 | 1-Apr-21 | Grand Constructions (WA) Pty Ltd T/ | Construction Services | 61.65 |
| 1822.682-01 | 15-Apr-21 | Green Skills | Agency and Contract Staff | 1,288.85 |
| 1828.682-01 | 22-Apr-21 | Green Skills | Agency and Contract Staff | 3,358.33 |
| 1833.3380-01 | 29-Apr-21 | Greenacres Turf Group | Landscaping Materials and Services | 4,125.00 |
| 1833.5446-01 | 29-Apr-21 | Greendrop Solutions | Waste Management Services | 3,630.00 |
| 1813.453-01 | 1-Apr-21 | Gronbek Security | Fire Alarm and Security Services | 173.01 |
| 1822.453-01 | 15-Apr-21 | Gronbek Security | Fire Alarm and Security Services | 506.35 |
| 1833.453-01 | 29-Apr-21 | Gronbek Security | Fire Alarm and Security Services | 3,467.33 |
| 1833.1301-01 | 29-Apr-21 | Harold Hawthorne Senior Citizens Ce | Qtrly Operational Subsidy | 180.00 |
| 1822.6328-01 | 15-Apr-21 | Hatch Roberts Day Group Pty Ltd | Planning and Building Services | 6,889.85 |
| 1822.491-01 | 15-Apr-21 | Hays Personal Services | Agency and Contract Staff | 5,478.48 |
| 1833.491-01 | 29-Apr-21 | Hays Personal Services | Agency and Contract Staff | 1,069.76 |
| 1833.6666-01 | 29-Apr-21 | Heather Maree Waugh | Library Services | 160.00 |
| 1813.364-01 | 1-Apr-21 | Holcim (Australia) Pty Ltd | Road Construction Materials and Services | 336.15 |
| 1813.110-01 | 1-Apr-21 | Hydroquip Pumps | Irrigation Supply and Repair | 3,646.50 |
| 1822.3796-01 | 15-Apr-21 | Iconic Property Services | Cleaning Services and Equipment | 16,882.03 |
| 1833.3796-01 | 29-Apr-21 | Iconic Property Services | Cleaning Services and Equipment | 16,796.01 |
| 1833.4685-01 | 29-Apr-21 | ILX Group Pty Ltd | Training Services | 2,767.60 |
| 1828.210-01 | 22-Apr-21 | Indoor Gardens Pty Ltd | Landscaping Materials and Services | 1,100.00 |

| Payment | Date | Payee | Description | Amount |
|---|---|---|---|---|
| 1828.2094-01 | 22-Apr-21 | Institute of Public Administration | Training Services | 1,760.00 |
| 1813.970-01 | 1-Apr-21 | Integral Development | Training Services | 8,035.50 |
| 1833.217-01 | 29-Apr-21 | Interconnect It Solutions | Software and IT Solutions | 607.50 |
| 1822.219-01 | 15-Apr-21 | IPWEA - Western Australia | Training Services | 275.00 |
| 1833.433-01 | 29-Apr-21 | IPWEA Limited | Conference and Workshop Enrolment | 3,960.00 |
| 1822.3859-01 | 15-Apr-21 | IQ Cabinetmakers and Shop Fitters | Carpentry Services | 2,684.00 |
| 1822.284-01 | 15-Apr-21 | J Blackwoods & Sons Pty Ltd | Uniforms and Protective Equipment | 188.43 |
| 1822.543-01 | 15-Apr-21 | Jasman Enterprises Pty Ltd | Plant Supply and Servicing | 3,086.71 |
| 1813.330-01 | 1-Apr-21 | Jason Signmakers | Sign Installation and Supply | 970.82 |
| 1822.6140-01 | 15-Apr-21 | Jaycar Pty Ltd | Electrical Services and Maintenance | 35.70 |
| 1828.1846-01 | 22-Apr-21 | JB HI FI | Library Equipment and Stock | 209.60 |
| 1813.7126-01 | 1-Apr-21 | Jessica Wyld Photography Pty Ltd | Photography and Imaging Services | 5,073.75 |
| 1813.3553-01 | 1-Apr-21 | Jim's Fencing (North Perth) | Fencing | 132.00 |
| 1828.2432-01 | 22-Apr-21 | Jim's Mowing (Cloverdale) | Landscaping Materials and Services | 102.00 |
| 1828.229-01 | 22-Apr-21 | John Hughes Service | Plant Supply and Servicing | 579.50 |
| 1830.7215-01 | 29-Apr-21 | Johnson Hicks Conveyancing | Refund - Application Fee | 188.00 |
| 1822.2351-01 | 15-Apr-21 | JP Promotions | Uniforms and Protective Equipment | 399.58 |
| 1824.7319-01 | 15-Apr-21 | K Jeyakumar | Refund - Bond | 500.00 |
| 1813.37-01 | 1-Apr-21 | Kandiah Family Trust No2 t/a Water2 | Amenities | 878.02 |
| 1828.37-01 | 22-Apr-21 | Kandiah Family Trust No2 t/a Water2 | Amenities | 927.52 |
| 1827.7344-01 | 22-Apr-21 | Kingsfort VP Pty Ltd | Refund - Rates | 8,724.53 |
| 1820.5268-01 | 8-Apr-21 | Kleenheat Gas | Gas Usage Charges | 63.63 |
| 1813.2337-01 | 1-Apr-21 | Kmart | Equipment Supply and Repair | 48.00 |
| 1822.2337-01 | 15-Apr-21 | Kmart | Equipment Supply and Repair | 66.00 |
| 1822.241-01 | 15-Apr-21 | Kool-Line Electrical & Refrigeratio | Electrical Services and Maintenance | 888.64 |
| 1828.241-01 | 22-Apr-21 | Kool-Line Electrical & Refrigeratio | Electrical Services and Maintenance | 5,752.00 |
| 1830.7355-01 | 29-Apr-21 | Land Development Surveys | Refund - Application Fee | 851.00 |
| 1820.2814-01 | 8-Apr-21 | Landfill Gas & Power Pty Ltd | Electricity Usage Charges | 32,280.15 |
| 1822.501-01 | 15-Apr-21 | Landgate | Local Government Services | 329.41 |
| 1828.501-01 | 22-Apr-21 | Landgate | Local Government Services | 240.30 |
| 1828.2048-01 | 22-Apr-21 | Laurie Kelly Real Estate | Refund - Rates | 575.37 |
| 1828.252-01 | 22-Apr-21 | Les Mills Asia Pacific | Licencing and Subscriptions | 748.66 |
| 1833.252-01 | 29-Apr-21 | Les Mills Asia Pacific | Licencing and Subscriptions | 1,462.07 |
| 1813.5366-01 | 1-Apr-21 | Lifeskills Australia | Human Resource Services | 1,056.00 |
| 1822.5366-01 | 15-Apr-21 | Lifeskills Australia | Human Resource Services | 1,056.00 |
| 1828.5366-01 | 22-Apr-21 | Lifeskills Australia | Human Resource Services | 352.00 |
| 1813.3774-01 | 1-Apr-21 | Liquor Barons Carlisle | Catering and Refreshments | 927.00 |
| 1818.3774-01 | 8-Apr-21 | Liquor Barons Carlisle | Catering and Refreshments | 60.00 |
| 1828.3774-01 | 22-Apr-21 | Liquor Barons Carlisle | Catering and Refreshments | 60.00 |
| 1813.547-01 | 1-Apr-21 | LO GO Appointments | Agency and Contract Staff | 7,440.82 |
| 1822.547-01 | 15-Apr-21 | LO GO Appointments | Agency and Contract Staff | 6,350.72 |
| 1828.547-01 | 22-Apr-21 | LO GO Appointments | Agency and Contract Staff | 14,257.38 |
| 1813.3967-01 | 1-Apr-21 | Local Government Professionals | Membership and Subscription | 830.00 |
| 1822.3967-01 | 15-Apr-21 | Local Government Professionals | Membership and Subscription | 910.00 |
| 1812.60-01 | 1-Apr-21 | Local Government Racing and Cemeter | Superannuation | 123.00 |
| 1823.60-01 | 15-Apr-21 | Local Government Racing and Cemeter | Superannuation | 123.00 |
| 1831.60-01 | 29-Apr-21 | Local Government Racing and Cemeter | Superannuation | 123.00 |
| 1818.457-01 | 8-Apr-21 | Lochness Pty Ltd | Landscaping Materials and Services | 9,467.14 |
| 1822.457-01 | 15-Apr-21 | Lochness Pty Ltd | Landscaping Materials and Services | 9,614.23 |
| 1828.457-01 | 22-Apr-21 | Lochness Pty Ltd | Landscaping Materials and Services | 21,015.58 |
| 1833.457-01 | 29-Apr-21 | Lochness Pty Ltd | Landscaping Materials and Services | 748.00 |
| 1813.2515-01 | 1-Apr-21 | Maia Financial Pty Ltd | Equipment Hire | 1,447.24 |
| 1822.930-01 | 15-Apr-21 | Malcolm & Caril Barker | Landscaping Materials and Services | 5,720.00 |
| 1822.3209-01 | 15-Apr-21 | Manheim Auctions Australia Pty Ltd | Plant Supply and Servicing | 55.00 |
| 1819.7277-01 | 8-Apr-21 | Manisha Manisha | Refund - Memberships | 168.72 |
| 1813.1693-01 | 1-Apr-21 | Marketforce Pty Ltd | Advertising Services | 556.18 |
| 1822.1693-01 | 15-Apr-21 | Marketforce Pty Ltd | Advertising Services | 211.88 |
| 1828.1693-01 | 22-Apr-21 | Marketforce Pty Ltd | Advertising Services | 824.32 |
| 1828.5932-01 | 22-Apr-21 | Marketing Melodies Pty Ltd | Software and IT Solutions | 264.00 |
| 1813.7205-01 | 1-Apr-21 | Marsh Pty Ltd | Insurance | 126.50 |
| 1822.319-01 | 15-Apr-21 | McLeods | Legal Services | 2,456.07 |
| 1833.319-01 | 29-Apr-21 | McLeods | Legal Services | 823.59 |
| 1833.1087-01 | 29-Apr-21 | McMullen Nolan Group Pty Ltd | Asset Management Services | 1,980.00 |
| 1822.6370-01 | 15-Apr-21 | MDM Entertainment Pty Ltd | Event Performance and Activity | 909.73 |
| 1822.6661-01 | 15-Apr-21 | Meet the Animals | Library Services | 215.00 |
| 1828.600-01 | 22-Apr-21 | Message4U Pty Ltd | Communication Services | 434.04 |

| Payment | Date | Payee | Description | Amount |
|---|---|---|---|---|
| 1818.3408-01 | 8-Apr-21 | Michael Page International | Agency and Contract Staff | 1,470.74 |
| 1822.3408-01 | 15-Apr-21 | Michael Page International | Agency and Contract Staff | 1,358.40 |
| 1828.3408-01 | 22-Apr-21 | Michael Page International | Agency and Contract Staff | 1,552.45 |
| 1822.189-01 | 15-Apr-21 | Mindarie Regional Council | Waste Management Services | 141,925.24 |
| 1828.189-01 | 22-Apr-21 | Mindarie Regional Council | Waste Management Services | 90,518.06 |
| 1833.189-01 | 29-Apr-21 | Mindarie Regional Council | Waste Management Services | 110,716.12 |
| 1824.7265-01 | 15-Apr-21 | Miss A Pereira | Refund - Memberships | 77.50 |
| 1822.1817-01 | 15-Apr-21 | Mobile Mouse | Training Services | 2,075.00 |
| 1828.824-01 | 22-Apr-21 | Modern Teaching Aids Pty Ltd | Library Equipment and Stock | 848.64 |
| 1833.824-01 | 29-Apr-21 | Modern Teaching Aids Pty Ltd | Library Equipment and Stock | 604.89 |
| 1827.7345-01 | 22-Apr-21 | Momentum Wealth Property Pty Ltd | Refund - Rates | 338.99 |
| 1822.3280-01 | 15-Apr-21 | Moore Stephens (WA) Perth Pty Ltd | Financial Services | 3,850.00 |
| 1828.190-01 | 22-Apr-21 | Movies By Burswood (Inc) | Sponsorship | 329.40 |
| 1830.7356-01 | 29-Apr-21 | Mr D Hilditch | Refund - Application Fee | 640.00 |
| 1814.6518-01 | 1-Apr-21 | Mr D J Lindner | Street Meet n Greet | 610.55 |
| 1814.7279-01 | 1-Apr-21 | Mr D Kiamarsi | Refund - Application Fee | 125.00 |
| 1819.7275-01 | 8-Apr-21 | Mr D Moore | Adopt a Verge Rebate | 500.00 |
| 1824.7286-01 | 15-Apr-21 | Mr D S Pritadrajati | Refund - Memberships | 78.40 |
| 1814.7241-01 | 1-Apr-21 | Mr D W Shin | Refund - Memberships | 47.00 |
| 1819.7297-01 | 8-Apr-21 | Mr D Wleman | Refund - Memberships | 88.80 |
| 1814.7256-01 | 1-Apr-21 | Mr G Locke | Refund - Fees and Charges | 176.34 |
| 1827.7330-01 | 22-Apr-21 | Mr G M Kneafsey | Refund - Bond | 2,732.70 |
| 1813.3595-01 | 1-Apr-21 | Mr J P Norris | Staff Payments and Reimbursement | 93.00 |
| 1814.7285-01 | 1-Apr-21 | Mr J V Sonego | Grant - CCTV Partnership Program | 750.00 |
| 1830.7360-01 | 29-Apr-21 | Mr L Hunt | Refund - Memberships | 305.75 |
| 1814.3367-01 | 1-Apr-21 | Mr M Aravind | Security Incentive Scheme | 500.00 |
| 1814.6353-01 | 1-Apr-21 | Mr N S Alvares | Crossover Contribution | 750.00 |
| 1814.7293-01 | 1-Apr-21 | Mr P D Hemingway | Grant - CCTV Partnership Program | 200.00 |
| 1827.3537-01 | 22-Apr-21 | Mr P M Bunt & Ms J B Bunt | Refund - Rates | 500.00 |
| 1814.7300-01 | 1-Apr-21 | Mr R D Lamborn | Grant - CCTV Partnership Program | 500.00 |
| 1828.3387-01 | 22-Apr-21 | Mr R D Richardson | Security Incentive Scheme | 200.00 |
| 1814.7294-01 | 1-Apr-21 | Mr R W Falconer | Security Incentive Scheme | 200.00 |
| 1827.7341-01 | 22-Apr-21 | Mr R Youssef | Refund - Application Fee | 450.00 |
| 1814.7287-01 | 1-Apr-21 | Mr S A Gallagher | Grant - CCTV Partnership Program | 750.00 |
| 1827.7333-01 | 22-Apr-21 | Mr S Bowser | Refund - Memberships | 25.00 |
| 1830.7362-01 | 29-Apr-21 | Mr S Mckinlay | Refund - Memberships | 69.11 |
| 1814.7283-01 | 1-Apr-21 | Mr T Grennan | Security Incentive Scheme | 200.00 |
| 1827.7329-01 | 22-Apr-21 | Mrs A M Keremeta-Hood | Adopt a Verge Rebate | 500.00 |
| 1819.7303-01 | 8-Apr-21 | Mrs A M Watson | Grant - CCTV Partnership Program | 750.00 |
| 1819.7312-01 | 8-Apr-21 | Mrs C E Kago | Refund - Memberships | 87.00 |
| 1814.7284-01 | 1-Apr-21 | Mrs M E Cotsford | Street Meet n Greet | 794.10 |
| 1814.6866-01 | 1-Apr-21 | Mrs S C Bellamy & Mr R P Bellamy | Refund - Rates | 500.00 |
| 1814.5212-01 | 1-Apr-21 | Ms A J Bunt | Security Incentive Scheme | 500.00 |
| 1830.7282-01 | 29-Apr-21 | Ms A L Davis | Security Incentive Scheme | 500.00 |
| 1818.5995-01 | 8-Apr-21 | Ms B I | Staff Payments and Reimbursement | 8.00 |
| 1814.7298-01 | 1-Apr-21 | Ms B M Lewis | Grant - CCTV Partnership Program | 750.00 |
| 1822.7206-01 | 15-Apr-21 | Ms D Carter | Event Performance and Activity | 400.00 |
| 1814.7243-01 | 1-Apr-21 | Ms D Paradiso | Security Incentive Scheme | 200.00 |
| 1814.7299-01 | 1-Apr-21 | Ms E C Harris | Security Incentive Scheme | 200.00 |
| 1819.7305-01 | 8-Apr-21 | Ms E Nelson | Street Meet n Greet | 662.04 |
| 1819.7313-01 | 8-Apr-21 | Ms F Mulando | Refund - Memberships | 85.00 |
| 1827.7340-01 | 22-Apr-21 | Ms F Walker | Refund - Application Fee | 110.00 |
| 1833.4021-01 | 29-Apr-21 | Ms H Welsh | Art and Event | 5,950.00 |
| 1819.7302-01 | 8-Apr-21 | Ms J E Emmett | Security Incentive Scheme | 110.00 |
| 1830.7359-01 | 29-Apr-21 | Ms J L Davidson | Refund - Memberships | 139.50 |
| 1819.6131-01 | 8-Apr-21 | Ms J Monneron | Refund - Bond | 6,920.00 |
| 1830.7361-01 | 29-Apr-21 | Ms K Leong-McArthur | Refund - Memberships | 44.40 |
| 1814.7292-01 | 1-Apr-21 | Ms L Chatfield | Security Incentive Scheme | 130.00 |
| 1822.5792-01 | 15-Apr-21 | Ms L N Tidy | Staff Payments and Reimbursement | 85.60 |
| 1827.7334-01 | 22-Apr-21 | Ms L Papp | Refund - Memberships | 58.00 |
| 1819.7223-01 | 8-Apr-21 | Ms M Chaloupe | Security Incentive Scheme | 750.00 |
| 1833.3287-01 | 29-Apr-21 | Ms M F McVee | Community Art - Goods and Services | 5,500.00 |
| 1827.7318-01 | 22-Apr-21 | Ms M Habibi | Adopt a Verge Rebate | 500.00 |
| 1827.7273-01 | 22-Apr-21 | Ms M L Murray | Adopt a Verge Rebate | 500.00 |
| 1827.7311-01 | 22-Apr-21 | Ms M Pham | Adopt a Verge Rebate | 500.00 |
| 1828.7108-01 | 22-Apr-21 | Ms P Featherston | Health Instructors | 643.28 |

| Payment | Date | Payee | Description | Amount |
|---|---|---|---|---|
| 1833.7108-01 | 29-Apr-21 | Ms P Featherston | Health Instructors | 350.88 |
| 1830.7274-01 | 29-Apr-21 | Ms P Mathew | Adopt a Verge Rebate | 500.00 |
| 1814.7291-01 | 1-Apr-21 | Ms P Power | Security Incentive Scheme | 160.00 |
| 1828.5472-01 | 22-Apr-21 | Ms P Vanessie | Communication Services | 3,630.00 |
| 1813.5558-01 | 1-Apr-21 | Ms R E Guilfoyle | Staff Payments and Reimbursement | 26.60 |
| 1819.7288-01 | 8-Apr-21 | Ms R Yusuf | Refund - Memberships | 44.40 |
| 1828.7024-01 | 22-Apr-21 | Ms S P Lewis | Training Services | 7,500.00 |
| 1830.7052-01 | 29-Apr-21 | Multiple Birth Association for WA I | Refund - Bond | 500.00 |
| 1818.5760-01 | 8-Apr-21 | My Media | Media Services | 1,969.88 |
| 1822.2160-01 | 15-Apr-21 | Neil Urry | Health Instructors | 900.00 |
| 1833.7252-01 | 29-Apr-21 | Neon Carousel | Event Performance and Activity | 2,750.00 |
| 1828.3970-01 | 22-Apr-21 | Netstar Australia Pty Ltd t/a Pinpo | Fleet Management Services | 275.00 |
| 1828.3952-01 | 22-Apr-21 | New Image Drycleaners | Cleaning Services and Equipment | 97.50 |
| 1828.4337-01 | 22-Apr-21 | North Metropolitan TAFE | Training Services | 2,214.00 |
| 1813.202-01 | 1-Apr-21 | Officeworks Superstores Pty Ltd | Office Supplies | 202.01 |
| 1818.202-01 | 8-Apr-21 | Officeworks Superstores Pty Ltd | Office Supplies | 332.03 |
| 1822.202-01 | 15-Apr-21 | Officeworks Superstores Pty Ltd | Office Supplies | 42.12 |
| 1828.202-01 | 22-Apr-21 | Officeworks Superstores Pty Ltd | Office Supplies | 307.89 |
| 1833.202-01 | 29-Apr-21 | Officeworks Superstores Pty Ltd | Office Supplies | 55.44 |
| 1828.2462-01 | 22-Apr-21 | Old MacDonald's Travelling Farm's - | Event Performance and Activity | 660.00 |
| 1813.7203-01 | 1-Apr-21 | Open Mind Psychology Consulting | Human Resource Services | 450.00 |
| 1828.7203-01 | 22-Apr-21 | Open Mind Psychology Consulting | Human Resource Services | 450.00 |
| 1822.5992-01 | 15-Apr-21 | Open Office Holdings Pty ltd | Software and IT Solutions | 550.00 |
| 1816.2188-01 | 1-Apr-21 | Optus Billing Services Pty Ltd | Telephone Usage Charges | 4,446.57 |
| 1829.2188-01 | 22-Apr-21 | Optus Billing Services Pty Ltd | Telephone Usage Charges | 1,779.27 |
| 1833.6701-01 | 29-Apr-21 | Oracle Customer Management Solution | Equipment Supply and Repair | 1,045.09 |
| 1813.2285-01 | 1-Apr-21 | Outback Imaging Pty Ltd | Photography and Imaging Services | 5,500.00 |
| 1828.7191-01 | 22-Apr-21 | Ovato Limited | Water Usage Charges | 732.89 |
| 1833.7191-01 | 29-Apr-21 | Ovato Limited | Water Usage Charges | 732.89 |
| 1818.661-01 | 8-Apr-21 | Ovato Print Pty Ltd trading as PMP | Printing Services | 732.89 |
| 1813.207-01 | 1-Apr-21 | Oven Sparkle Pty Ltd | Cleaning Services and Equipment | 1,320.00 |
| 1833.207-01 | 29-Apr-21 | Oven Sparkle Pty Ltd | Cleaning Services and Equipment | 1,320.00 |
| 1813.6976-01 | 1-Apr-21 | Paddy Pallin Pty Ltd | Equipment Supply and Repair | 479.40 |
| 1822.2554-01 | 15-Apr-21 | Paperbark Technologies Pty Ltd | Professional Services | 8,025.80 |
| 1833.2554-01 | 29-Apr-21 | Paperbark Technologies Pty Ltd | Professional Services | 440.00 |
| 1828.6343-01 | 22-Apr-21 | Peachy Keen Creative Studio | Library Services | 885.00 |
| 1822.4222-01 | 15-Apr-21 | Perth Office Equipment Repairs | Equipment Supply and Repair | 214.50 |
| 1824.7315-01 | 15-Apr-21 | Perth Patio Magic Pty Ltd | Refund - Application Fee | 166.65 |
| 1833.1946-01 | 29-Apr-21 | Perth Safety Products | Uniforms and Protective Equipment | 4,015.00 |
| 1822.1571-01 | 15-Apr-21 | Perth Stripes and Signs | Sign Installation and Supply | 300.00 |
| 1833.1619-01 | 29-Apr-21 | Peta Bayly | Refund - Memberships | 60.00 |
| 1822.1418-01 | 15-Apr-21 | Planning Institute of Australia | Membership and Subscription | 45.45 |
| 1813.2603-01 | 1-Apr-21 | Poster Passion | Printing Services | 479.99 |
| 1828.2603-01 | 22-Apr-21 | Poster Passion | Printing Services | 110.17 |
| 1828.3317-01 | 22-Apr-21 | PR Power Pty Ltd | Electrical Services and Maintenance | 425.70 |
| 1822.677-01 | 15-Apr-21 | Premier Glass & Mirrors | Facility Maintenance Services | 759.22 |
| 1822.4442-01 | 15-Apr-21 | Prime Trophies | Equipment Supply and Repair | 6,269.40 |
| 1822.2241-01 | 15-Apr-21 | Progility Pty Ltd | Software and IT Solutions | 3,127.41 |
| 1822.4978-01 | 15-Apr-21 | Quality Press | Printing Services | 6,270.00 |
| 1813.746-01 | 1-Apr-21 | Quick Corporate Australia | Office Supplies | 1,247.64 |
| 1822.746-01 | 15-Apr-21 | Quick Corporate Australia | Office Supplies | 153.25 |
| 1828.746-01 | 22-Apr-21 | Quick Corporate Australia | Office Supplies | 244.19 |
| 1833.746-01 | 29-Apr-21 | Quick Corporate Australia | Office Supplies | 91.15 |
| 1813.2267-01 | 1-Apr-21 | Quickmail | Postage Services | 1,032.70 |
| 1818.2267-01 | 8-Apr-21 | Quickmail | Postage Services | 1,047.20 |
| 1822.7142-01 | 15-Apr-21 | Rangs Boomerangs | Conference and Workshop Enrolment | 776.05 |
| 1822.7039-01 | 15-Apr-21 | Realisations Consultancy Pty Ltd | Training Services | 704.00 |
| 1822.2457-01 | 15-Apr-21 | Reino International Pty Ltd | Parking Equipment and Supplies | 7,901.72 |
| 1828.2457-01 | 22-Apr-21 | Reino International Pty Ltd | Parking Equipment and Supplies | 11,632.50 |
| 1813.7263-01 | 1-Apr-21 | Revival Skin Body Wellness | Health Services | 100.00 |
| 1813.5422-01 | 1-Apr-21 | Robert Half | Human Resource Services | 4,456.11 |
| 1813.2940-01 | 1-Apr-21 | ROL-WA Pty Ltd trading as Allpest W | Pest Control Services | 395.00 |
| 1828.2940-01 | 22-Apr-21 | ROL-WA Pty Ltd trading as Allpest W | Pest Control Services | 132.00 |
| 1822.1041-01 | 15-Apr-21 | Rome Energy & Environment Pty Ltd | Planning and Building Services | 1,650.00 |
| 1828.4277-01 | 22-Apr-21 | Roof Safe Pty Ltd | Facility Maintenance Services | 3,210.90 |
| 1818.3146-01 | 8-Apr-21 | Rosevale Electrical Pty Ltd | Electrical Services and Maintenance | 533.00 |

| Payment | Date | Payee | Description | Amount |
|---|---|---|---|---|
| 1822.3146-01 | 15-Apr-21 | Rosevale Electrical Pty Ltd | Electrical Services and Maintenance | 1,955.00 |
| 1833.3146-01 | 29-Apr-21 | Rosevale Electrical Pty Ltd | Electrical Services and Maintenance | 1,204.00 |
| 1818.5505-01 | 8-Apr-21 | Rosmech Sales & Services Pty Ltd | Plant Supply and Servicing | 391.46 |
| 1822.813-01 | 15-Apr-21 | Rotary Club of Victoria Park | Event Performance and Activity | 1,500.00 |
| 1828.1966-01 | 22-Apr-21 | Ryalls Waterworkout | Equipment Supply and Repair | 88.00 |
| 1828.2738-01 | 22-Apr-21 | Safer Sands WA | Landscaping Materials and Services | 2,158.92 |
| 1822.6752-01 | 15-Apr-21 | Sampson Enterprises Pty Ltd t/a PDT | Training Services | 9,776.25 |
| 1822.2455-01 | 15-Apr-21 | Scott Print | Printing Services | 82.50 |
| 1813.3763-01 | 1-Apr-21 | SeamlessCMS Pty Ltd | Communication Services | 199.10 |
| 1828.3763-01 | 22-Apr-21 | SeamlessCMS Pty Ltd | Communication Services | 265.10 |
| 1822.2367-01 | 15-Apr-21 | SEM Distribution | Equipment Supply and Repair | 12.40 |
| 1814.7264-01 | 1-Apr-21 | SGMPD Pty Ltd | Crossover Contribution | 500.00 |
| 1822.354-01 | 15-Apr-21 | Sigma Chemicals | Equipment Supply and Repair | 394.35 |
| 1828.354-01 | 22-Apr-21 | Sigma Chemicals | Equipment Supply and Repair | 494.80 |
| 1833.354-01 | 29-Apr-21 | Sigma Chemicals | Equipment Supply and Repair | 1,570.44 |
| 1818.2857-01 | 8-Apr-21 | Sixteen Ounces | Catering and Refreshments | 59.40 |
| 1822.2493-01 | 15-Apr-21 | Sonic HealthPlus Pty Ltd - Osborne | Medical Equipment and Services | 693.00 |
| 1833.2493-01 | 29-Apr-21 | Sonic HealthPlus Pty Ltd - Osborne | Medical Equipment and Services | 1,089.00 |
| 1828.6049-01 | 22-Apr-21 | SpacetoCo Pty Ltd | Internet Hosting Services | 165.00 |
| 1822.134-01 | 15-Apr-21 | Speedo Australia Pty Ltd | Resale Inventory | 620.40 |
| 1818.138-01 | 8-Apr-21 | St John Ambulance Australia (WA) In | Training Services | 347.60 |
| 1822.138-01 | 15-Apr-21 | St John Ambulance Australia (WA) In | Training Services | 391.05 |
| 1833.138-01 | 29-Apr-21 | St John Ambulance Australia (WA) In | Training Services | 43.00 |
| 1833.3996-01 | 29-Apr-21 | StrataGreen | Landscaping Materials and Services | 30,195.00 |
| 1828.3090-01 | 22-Apr-21 | Street Hassle Events | Event Performance and Activity | 11,000.00 |
| 1833.3090-01 | 29-Apr-21 | Street Hassle Events | Event Performance and Activity | 24,750.00 |
| 1833.141-01 | 29-Apr-21 | Sunny Sign Company Pty Ltd | Sign Installation and Supply | 2,157.10 |
| 1815.4916-01 | 1-Apr-21 | SuperChoice Services | Superannuation | 228,417.54 |
| 1832.4916-01 | 29-Apr-21 | SuperChoice Services | Superannuation | 231,184.88 |
| 1822.2109-01 | 15-Apr-21 | Swan Towing | Towing Services | 330.00 |
| 1822.3780-01 | 15-Apr-21 | Swansea Street Markets | Amenities | 129.50 |
| 1828.3780-01 | 22-Apr-21 | Swansea Street Markets | Amenities | 131.00 |
| 1816.144-01 | 1-Apr-21 | Synergy | Electricity Usage Charges | 11,961.11 |
| 1820.144-01 | 8-Apr-21 | Synergy | Electricity Usage Charges | 9,660.91 |
| 1829.144-01 | 22-Apr-21 | Synergy | Electricity Usage Charges | 72,408.75 |
| 1813.6975-01 | 1-Apr-21 | T&C Couriers trading as Trustee for | Courier Services | 20.22 |
| 1813.145-01 | 1-Apr-21 | Taborda Contracting Pty Ltd | Traffic Control Services | 594.00 |
| 1828.145-01 | 22-Apr-21 | Taborda Contracting Pty Ltd | Traffic Control Services | 5,522.28 |
| 1833.145-01 | 29-Apr-21 | Taborda Contracting Pty Ltd | Traffic Control Services | 1,699.50 |
| 1813.3513-01 | 1-Apr-21 | Technology One Limited | Software and IT Solutions | 4,312.00 |
| 1820.152-01 | 8-Apr-21 | Telstra Corporation Ltd | Telephone Usage Charges | 1,501.45 |
| 1829.152-01 | 22-Apr-21 | Telstra Corporation Ltd | Telephone Usage Charges | 1,932.68 |
| 1828.7021-01 | 22-Apr-21 | Tempfence WA | Fencing | 1,980.00 |
| 1833.7100-01 | 29-Apr-21 | The Department of the Premier and | Advertising Services | 1,639.30 |
| 1818.6362-01 | 8-Apr-21 | The Pamphleteers | Community Service | 487.50 |
| 1828.156-01 | 22-Apr-21 | The Pressure King | Cleaning Services and Equipment | 327.25 |
| 1833.156-01 | 29-Apr-21 | The Pressure King | Cleaning Services and Equipment | 4,950.55 |
| 1822.312-01 | 15-Apr-21 | The Royal Life Saving Society WA In | Medical Equipment and Services | 3,960.00 |
| 1822.6047-01 | 15-Apr-21 | The Trustee for Deluca Family Trust | Vehicle Operating Expenses | 709.00 |
| 1833.6008-01 | 29-Apr-21 | Thomson Geer | Legal Services | 5,968.90 |
| 1822.3724-01 | 15-Apr-21 | Threat Protect | Fire Alarm and Security Services | 1,604.19 |
| 1833.3724-01 | 29-Apr-21 | Threat Protect | Fire Alarm and Security Services | 88.00 |
| 1818.3863-01 | 8-Apr-21 | Tiger Batteries | Equipment Supply and Repair | 198.00 |
| 1822.3682-01 | 15-Apr-21 | Tocojepa Pty Ltd T/as T-Quip | Plant Supply and Servicing | 1,279.28 |
| 1833.533-01 | 29-Apr-21 | Total Digital Solutions | Photography and Imaging Services | 2,829.20 |
| 1818.931-01 | 8-Apr-21 | Total Eden Pty Ltd | Irrigation Supply and Repair | 98.20 |
| 1828.163-01 | 22-Apr-21 | Total Packaging (WA) Pty Ltd | Equipment Supply and Repair | 8,053.76 |
| 1813.6281-01 | 1-Apr-21 | Totally Workwear Belmont | Uniforms and Protective Equipment | 43.96 |
| 1822.6281-01 | 15-Apr-21 | Totally Workwear Belmont | Uniforms and Protective Equipment | 1,902.46 |
| 1828.6281-01 | 22-Apr-21 | Totally Workwear Belmont | Uniforms and Protective Equipment | 228.67 |
| 1812.59-01 | 1-Apr-21 | Town of Victoria Park - Lotto Club | Superannuation & Employee Deductions | 112.00 |
| 1823.59-01 | 15-Apr-21 | Town of Victoria Park - Lotto Club | Superannuation & Employee Deductions | 49.92 |
| 1831.59-01 | 29-Apr-21 | Town of Victoria Park - Lotto Club | Superannuation & Employee Deductions | 48.08 |
| 1822.4239-01 | 15-Apr-21 | TPG Network Pty Ltd | Software and IT Solutions | 6,133.21 |
| 1833.4239-01 | 29-Apr-21 | TPG Network Pty Ltd | Software and IT Solutions | 20,747.75 |
| 1833.7214-01 | 29-Apr-21 | Traffic Calming Australia Pty Ltd | Traffic Control Services | 5,808.00 |

All Payments Made From 1-Apr-21 To 30-Apr-21

| Payment | Date | Payee | Description | Amount |
|---|---|---|---|---|
| 1833.550-01 | 29-Apr-21 | Trailer Parts Pty Ltd | Machinery Servicing and Parts | 80.20 |
| 1813.6906-01 | 1-Apr-21 | Tree Planting and Watering | Landscaping Materials and Services | 714.56 |
| 1822.1038-01 | 15-Apr-21 | Truckline | Machinery Servicing and Parts | 337.95 |
| 1828.7123-01 | 22-Apr-21 | Trustee for the Tripoli Family Trus | Hire Charges | 960.00 |
| 1822.4543-01 | 15-Apr-21 | Trustee for Wilson Trust T/A Wilson | Sign Installation and Supply | 577.50 |
| 1813.529-01 | 1-Apr-21 | UN Plumbing | Facility Maintenance Services | 995.50 |
| 1818.529-01 | 8-Apr-21 | UN Plumbing | Facility Maintenance Services | 1,012.00 |
| 1822.529-01 | 15-Apr-21 | UN Plumbing | Facility Maintenance Services | 770.00 |
| 1828.529-01 | 22-Apr-21 | UN Plumbing | Facility Maintenance Services | 286.00 |
| 1833.529-01 | 29-Apr-21 | UN Plumbing | Facility Maintenance Services | 1,496.00 |
| 1828.6306-01 | 22-Apr-21 | United Wolves | Equipment Supply and Repair | 1,336.50 |
| 1813.1751-01 | 1-Apr-21 | Urbis Pty Ltd | Design and Drafting Services | 4,950.00 |
| 1833.858-01 | 29-Apr-21 | Valvoline (Australia) Pty Limited | Fuel and Oils | 781.80 |
| 1813.6916-01 | 1-Apr-21 | Verti-Turf | Reticulation Supply and Repair | 814.00 |
| 1818.182-01 | 8-Apr-21 | Victoria Park Centre For The Arts I | Subsidy | 833.00 |
| 1828.4095-01 | 22-Apr-21 | Victoria Park Community Centre | Community Grant | 148.50 |
| 1818.2723-01 | 8-Apr-21 | Victoria Park Community Garden Inc. | Community Grant | 1,815.00 |
| 1813.2009-01 | 1-Apr-21 | Vorgee Pty Ltd | Resale Inventory | 2,676.30 |
| 1827.7272-01 | 22-Apr-21 | W Song | Adopt a Verge Rebate | 500.00 |
| 1828.924-01 | 22-Apr-21 | WA Library Supplies | Library Equipment and Stock | 202.10 |
| 1818.29-01 | 8-Apr-21 | WA Local Government Association (WA | Local Government Services | 176.00 |
| 1828.29-01 | 22-Apr-21 | WA Local Government Association (WA | Local Government Services | 215.00 |
| 1828.3136-01 | 22-Apr-21 | Walcott Industries Pty Ltd | Carpentry Services | 84,843.00 |
| 1829.36-01 | 22-Apr-21 | Water Corporation | Water Usage Charges | 24,132.05 |
| 1822.3201-01 | 15-Apr-21 | Wave1 Pty Ltd | Software and IT Solutions | 19,055.19 |
| 1813.5230-01 | 1-Apr-21 | Way Funky Company Pty Ltd | Equipment Supply and Repair | 1,760.99 |
| 1828.39-01 | 22-Apr-21 | Website Weed & Pest (WA) Pty Ltd | Pest Control Services | 544.50 |
| 1813.2074-01 | 1-Apr-21 | West Australian Newspapers Ltd | Membership and Subscription | 149.99 |
| 1833.2074-01 | 29-Apr-21 | West Australian Newspapers Ltd | Membership and Subscription | 149.99 |
| 1813.46-01 | 1-Apr-21 | Westbooks | Library Equipment and Stock | 49.46 |
| 1822.46-01 | 15-Apr-21 | Westbooks | Library Equipment and Stock | 427.70 |
| 1828.46-01 | 22-Apr-21 | Westbooks | Library Equipment and Stock | 927.50 |
| 1828.828-01 | 22-Apr-21 | Western Australian Treasury Corpora | Loan Repayments | 272,874.26 |
| 1828.6962-01 | 22-Apr-21 | Whitney Consulting | Professional Services | 6,039.00 |
| 1822.376-01 | 15-Apr-21 | WINC Australia Pty Limited | Office Supplies | 172.01 |
| 1828.376-01 | 22-Apr-21 | WINC Australia Pty Limited | Office Supplies | 148.45 |
| 1828.6582-01 | 22-Apr-21 | WISE Workplace | Human Resource Services | 8,500.60 |
| 1813.2383-01 | 1-Apr-21 | Wright Express Australia Pty Ld | Groceries | 321.98 |
| 1818.2383-01 | 8-Apr-21 | Wright Express Australia Pty Ld | Groceries | 101.42 |
| 1822.2383-01 | 15-Apr-21 | Wright Express Australia Pty Ld | Groceries | 59.62 |
| 1828.2383-01 | 22-Apr-21 | Wright Express Australia Pty Ld | Groceries | 29.91 |
| 1833.2383-01 | 29-Apr-21 | Wright Express Australia Pty Ld | Groceries | 34.00 |
| 1822.101-01 | 15-Apr-21 | Wurth Australia Pty Ltd | Machinery Servicing and Parts | 744.99 |
| 1822.104-01 | 15-Apr-21 | Youngs Holden | Plant Supply and Servicing | 786.04 |
| 1827.7339-01 | 22-Apr-21 | Z and Z Stonescapes | Refund - Application Fee | 147.00 |
| | | | **Total Creditors EFT Payments** | **3,994,050.02** |

### Payroll

| | | | | |
|---|---|---|---|---|
| PY01-21 | 11-Apr-21 | Municipal Fund Bank Account | | 551,701.09 |
| PY01-22 | 25-Apr-21 | Municipal Fund Bank Account | | 559,549.92 |
| | | | **Total Payroll** | **1,111,251.01** |
| | | | **Total Payments From Municipal Fund Bank Account** | **5,205,235.47** |
| | | | | **5,205,235.47** |

## Cheques Cancelled between 1-Apr-21 and 30-Apr-21 that were raised in a prior period

| Cheque | Payee | Raised | Value | Cancelled |
|---|---|---|---|---|

TOWN OF VICTORIA PARK



# *Financial Activity Statement Report*

## *For the month ended 30 April 2021*

WE'RE OPEN
VIC PARK

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## Statement of Financial Activity Variances

### Material Variances Defined

For the purposes of reporting the material variances in the Statement of Financial Activity (by Service Unit) (as contained in this document), the following indicators, as resolved, have been applied –

Revenues (Operating and Non-Operating)
Service Unit material variances will be identified where, for the period being reviewed, the actual varies to budget by an amount of (+) or (-) $25,000 and, in these instances, an explanatory comment will be provided.

Expenses (Operating, Capital and Non-Operating)
Service Unit material variances will be identified where, for the period being reviewed, the actual varies to budget by an amount of (+) or (-) $25,000 and, in these instances, an explanatory comment will be provided.

Before commenting on each of the specific material variances identified it is important to note that, whilst many accounts will influence the overall variance, only those accounts within the affected Service Unit that significantly contribute to the variance will be highlighted.

For the purposes of explaining each variance, a multi-part approach has been taken. The parts are –

1. Period Variation – Relates specifically to the value of the variance between the Budget and Actual figures for the period being reviewed.
2. Primary Reason – Explains the primary reasons for the period variance. As the review is aimed at a higher-level analysis, only major contributing factors are reported.
3. Budget Impact – Forecasts the likely $ impact on the year end surplus or deficit position. It is important to note that values in this part are indicative only at the time of reporting, for circumstances may subsequently change.

### Material Variances Explained

The Financial statements are presented based on the new organisational structure

As shown in the in the Statement of Financial Activity (contained within this document), the following variances have been identified -

**Operating Revenue**

Chief Executive Office
No material variance to report

Community Planning

- **Building Services**

- The period variation is favourable to period budget by $40,719.
- The variation predominantly relates to a successful prosecution and an increase in the number of applications have been received by the department, which is attributed to COVID economic stimulus initiatives. This has resulted in higher than expected fees & charges revenue to date.
- The estimated impact on the year end position is expected to be an increase in fees & charges revenue.

- **Urban Planning**

- The period variation is favourable to period budget by $57,502.
- The variation predominantly relates to an increase in the number of applications have been received by the department, which is attributed to COVID economic stimulus initiatives. This has resulted in higher than expected fees & charges revenue to date.
- The estimated impact on the year end position is expected to be an increase in fees & charges revenue.

Finance

- **Aqualife**

- The period variation is unfavourable to period budget by $26,078.
- The variation is predominantly a result of facility closure and service disruption during the COVID lockdown and other restrictions.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Corporate Funds**

- The period variation is unfavourable to period budget by $300,806.
- The variation is predominantly a result of actuals YTD interest on muni funds being less than budget YTD expectations.
- The estimated impact on the year end position is expected to be a decrease in interest earnings.

- **Leisurelife**

- The period variation is unfavourable to period budget by $82,455.
- The variation is predominantly a result of facility closure and service disruption during the COVID lockdown and other restrictions.
- The estimated impact on the year end position is expected to be reduced fees & charges revenue.

- **Parking**

- The period variation is favourable to period budget by $101,368.
- The variation predominantly a result of parking infringements issued is higher than then budget YTD expectations.
- The estimated impact on the year end position is expected to be an increase in fees & charges revenue.

Operations

- **Asset Planning**

- The period variation is unfavourable to period budget by $72,413.
- The variation predominantly relates to actual YTD revenues being lower than expected lease revenue due to COVID and grant funding for JA Lee changerooms has not been received.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Parks and Reserves**

- The period variation is favourable to period budget by $28,930.
- The variation predominantly relates to an increase in street tree fees compared with the budget YTD.
- The estimated impact on the year end position is expected to be an increase in fees & charges revenue.

- **Street Improvement**

- The period variation is unfavourable to period budget by $79,826.
- The variation predominantly relates to the timing of funding received for the Rutland Avenue shared path project.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Street Operations**

- The period variation is favourable to period budget by $754,506.
- The variation predominantly relates to the timing of grant funding from Main Roads for blackspot road upgrade projects and road renewal works. The blackspot projects have been approved for an extension due to the temporary underground power project obstructions.
- The estimated impact on the year end position is expected to be a decrease in grant funding but funding will be received early next financial year.

**Operating Expense**

Chief Executive Office

- **Chief Executive Office**

- The period variation is favourable to period budget by $68,381
- The variation predominantly relates to actuals YTD payments for expenses being less than YTD budget expectations for namely – consulting, subscriptions and legal fees.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Customer Relations**

- The period variation is favourable to period budget by $72,791.
- The variation predominantly relates to unfilled vacant positions within the Customer Relations service area.
- The estimated impact on the year end position is expected to be favourable for employee costs.

- **Human Resources**

- The period variation is favourable to period budget by $215,348.
- The variation predominantly relates to actuals YTD being less than budget YTD expectations in agency staff by $55k, recruitment by $23k with expenditure anticipated to increase due to recruitment activity, organisational development by $123k which current commitments will reduce this amount.
- The estimated impact on the year end position is nil as this is considered a budget timing variance.

- **Leadership and Governance**

- The period variation is favourable to period budget by $127,630.
- The variation predominantly relates to unfilled vacant positions in the Governance area, budget timing variance for consultancy and legal services.
- The estimated impact on the year end position is expected to be favourable for employee costs.

Community Planning

- **Building Services**

- The period variation is favourable to period budget by $74,079.
- The variation predominantly relates to the department unable to cover staff leave as there are a shortage of building surveyors in WA.
- The estimated impact on the year end position is expected to be favourable for employee costs.

- **Community Development**

- The period variation is favourable to period budget by $244,121.

- The variation predominantly relates to unfilled staff vacancies, phasing alignment to invoicing for Arts Season and events, events strategy/social needs analysis, youth plan consultancy and applications for Safer Neighbourhood programs.
- The estimated impact on the year end position is expected to be favourable for program expenses and consultancy.

- **Economic Development**

- The period variation is favourable to period budget by $77,730.
- The variation predominantly relates an underspend on economic development campaigns and events due to either postponement or cancellation.
- The estimated impact on the year end position is expected to be favourable for program expenses.

- **Environmental Health**

- The period variation is favourable to period budget by $26,869.
- The variation predominantly relates to an underspend in legal expenses as there lower YTD prosecutions then what was expected.
- The estimated impact on the year end position is nil as this is considered a budget timing variance.

- **Healthy Community**

- The period variation is favourable to period budget by $36,914.
- The variation predominantly relates to staff vacancies and an underspend in community programs and initiatives.
- The estimated impact on the year end position is expected to be favourable for employee costs.

- **Library Services**

- The period variation is favourable to period budget by $106,880.
- The variation predominantly relates to staff vacancies and the budget timing of program delivery and collection development of library stock.
- The estimated impact on the year end position is expected to be favourable for employee costs.

- **Place Management**

- The period variation is unfavourable to period budget by $70,741.
- The variation predominantly relates to the urban forest strategy where site preparation projects have not commenced but is expected to in May.
- The estimated impact on the year end position is nil as this is considered a budget timing variance.

- **Strategic Town Planning**

- The period variation is favourable to period budget by $133,994.
- The variation predominantly relates to the integrated movement network strategy and parking management plan, Albany Hwy precinct plan and local planning strategy due to project delays.
- The estimated impact on the year end position is expected to be favourable for consultancy costs.

- **Urban Planning**

- The period variation is favourable to period budget by $136,475.
- The variance predominately relates to underspend within the service area for salary, legal, consultancy and design review panel expenditure expected year to date.
- The estimated impact on the year end position is expected to be nil.

Finance

- **Aqualife**

- The period variation is unfavourable to period budget by $32,877.
- The variation predominantly relates to additional resources and support required to manage COVID restrictions within the facility.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Corporate Funds**

- The period variation is unfavourable to period budget by $123,296.
- The variation predominantly relates to the budget timing variance of loan interest expenses.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Financial Services**

- The period variation is favourable to period budget by $133,785.
- The variation predominantly relates to employment costs from staff vacancies, audit fees, bank fees and bank charges.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Leisurelife**

- The period variation is favourable to period budget by $116,774.
- The variation predominantly relates to employee costs and bingo as a result of facility closure and service disruption during the COVID lockdowns. In addition, there is a budget timing variance for bingo and minor equipment.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Parking**

- The period variation is favourable to period budget by $327,541.
- The variation predominantly relates to employee costs from staff vacancies $98k, consultancy $86k, software $38k, vehicle operation $25k and Fines Enforcement Register fees $25k.
- The estimated impact on the year end position is expected to be favourable for employee and consultancy costs.

- **Ranger Services**

- The period variation is favourable to period budget by $74,815.
- The variation predominantly relates to budget timing variances for vehicle operation $22k, pound operation $15k, fire hazard removal $10k, contributions $9k and vet services $9k.
- The estimated impact on the year end position is nil as this is a budget timing variance.

Operations

- **Asset Planning**

- The period variation is favourable to period budget by $339,317.
- The variance predominantly relates to the overall underspend within maintenance of buildings as the impacts of COVID has resulted in less wear and tear. In addition, there is a timing variance for consultancy relating to Asset Management Plans.
- The estimated impact on the year end position is expected to be favourable for building maintenance.

- **Fleet Services**

- The period variation is favourable to period budget by $103,340.
- The variance predominantly relates to the depreciation expenses not being allocated due to the Office of the Auditor General not providing sign off for the Town's annual financial report.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Operations Office**

- The period variation is favourable to period budget by $41,288.
- The variance predominantly relates to employee expenses due to staff vacancy and vehicle operation costs.
- The expected impact on year end position is nil as this is a budget timing variance

- **Parks & Reserves**

- The period variation is favourable to period budget by $985,670.
- The variation predominantly relates to a reduction in spending due to staff vacancies and pending invoices for tree works that has been undertaken.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Project Management**

- The period variation is favourable to period budget by $386,348.
- The variation predominantly relates to consultancy fees relating to the John MacMillan precinct planning, Taylor/McCallum & Archer/Mint detailed design, Burswood Station East streetscape upgrade, and zone 1 for Lathlain (Perth Football Club).
- The estimated impact on the year end position is expected to be favourable for consultancy costs.

- **Property Development and Leasing**

- The period variation is favourable to period budget by $105,251.
- The variation predominantly relates to actual YTD for expenses being less than budget YTD expectations for consultancy costs.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Street Improvement**

- The period variation is favourable to period budget by $232,875.
- The variation predominantly relates to due to unfilled staff vacancies and timing of payment for consultancy services.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Street Operations**

- The period variation is favourable to period budget by $336,253.
- The variation predominantly relates to timing of invoices being received and difficulty securing contracts to carry out drainage and footpath maintenance works.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Waste Services**

- The period variation is favourable to period budget by $468,713.
- The variation predominantly relates to due to timing of invoices and the number of CRMs that been raised.
- The estimated impact on the year end position is nil as this is a budget timing variance.

**Capital Expense**

Chief Executive Office
No material variance to report

Community Planning
No material variance to report

Finance

- **Information Systems**

- The period variation is favourable to period budget by $186,667.
- The variation predominantly relates software and hardware upgrades that are either delayed or no longer required.
- The estimated impact on the year end position is expected to be favourable for information technology upgrades.

Operations

- **Asset Planning**

- The period variation is favourable to period budget by $215,352.
- The variance predominantly relates to delays in the refurbishment of 10 Kent Street and a timing variance for both the library return chute and solar PV installation.
- The estimated impact on the year end position is future carry over projects into the 2021/22 budget.

- **Fleet Services**

- The period variation is favourable to period budget by $324,420.
- The variance predominantly relates to the postponed payments for some new plants due to delays in the supply chain. The main heavy fleet items affected being the Flocon truck and forklift. Delivery of all remaining heavy and light fleet is expected by the end of the financial year.
- The estimated impact on the year end position is nil as this is a budget timing variance.

- **Parks & Reserves**

- The period variation is favourable to period budget by $776,262.
- The variation predominantly relates to delays in starting of GO Edwards stage 4 & 5, possible some of the work will carry over to be completed early in the new financial year.
- The estimated impact on the year end position is future carry over projects into the 2021/22 budget.

- **Street Operations**

- The period variation is favourable to period budget by $4,285,559.
- The variation predominantly relates to design delays, site obstructions, contractor availabilities and therefore works have been delayed.
- The estimated impact on the year end position is future carry over projects into 2021/22 budget are as below:
    - Hordern and Geddes Intersection (Blackspot) - $203k
    - Hordern and McMillan Intersection (Blackspot) - $256k
    - Archer and Orrong Intersection (Blackspot) - $1.3m
    - Rutland Avenue Shared Path (Miller to GEH) - $1.6m
    - Carpark #8 Renewal - Kent Street Bowling Club - $40k
    - Mirvac - Lighting Replacement - $150k

**Non-Operating Revenue**

Operations

- **Fleet Services**

- The period variation is unfavourable to period budget by $183,785.
- The variation is predominantly a result of actuals YTD being less than budget YTD expectations as assets were expected to have been sold.
- The estimated impact on the year end position is nil as this is a budget timing variance.

**Non-Operating Expenses**

- **Corporate Funds**

- The period variation is unfavourable to period budget by $72,607.
- The variation is predominantly a result of transfers to reserves being higher than expected as a term deposit was redeemed in April.
- The estimated impact on the year end position is nil as this is a budget timing variance.

**Non-Cash Adjustments**

- **Depreciation**

- The period variation is unfavourable to period budget by $9,783,140.
- The variation relates to the depreciation not being raised for the financial year due to the Office of the Auditor General not providing sign off for the Town's Annual Financial Report.
- The estimated impact on the year end position is nil as this is a non-cash budget item and is a budget timing variance.

## Proposed Budget Amendments

**To increase the consultancy budget for project management by $45,000 for the Archer/Mint Street Detailed Design**

The strategic projects manager has requested an increase for consultancy costs for this project as when the Town sought services through the RFQ process, all submissions exceeded the budget allocation. To undertake the work with the preferred submission plus having a small allocation for contingency the above amount is required for the project to continue.

**To reallocate $7,000 from the shade sails – Hawthorne Reserve budget to install a fence around the new Promenade playground.**

The manager of infrastructure operations has requested to use funding previously allocated to replace the shade sails at Hawthorne Reserve. Upon inspection they are in much better condition than anticipated and do not need to be replaced for a few years. Council has been contacted by residents requesting a fence for the new Promenade playground.

**To increase the minor equipment purchases budget for Leisurelife by $4,565 for the supply and installation of a new basketball scoreboard and shot clock.**

The leisure facilities operations manager has requested an increase to cover the cost to supply and install a new basketball scoreboard and shot clock. The scoreboard and shot clock on court one at Leisurelife is insufficient for specific competitions such as WA Basketball League games. Perth Basketball Association who currently lease office space and operate out of Leisurelife want to hold these games at the centre. In future the Town can use this new equipment for all social competitions.

**To increase the sales proceeds budget by $24,000 for the disposal of assets 171VPK and 114VPK.**

The Manager of Technical Services has requested approval for the sale of two fleet vehicles that are no longer required. Currently there is an increase of demand for used vehicles and the resale value is expected to be higher than what the Town would typically receive.

## Accounting Notes

### Significant Accounting Policies

The significant accounting policies that have been adopted in the preparation of this document are:

### Basis of Preparation

The document has been prepared in accordance with applicable Australian Accounting Standards (as they apply to local government and not-for-profit entities), Australian Accounting Interpretations, other authoritative pronouncements of the Australian Accounting Standards Board, the Local Government Act 1995 and accompanying regulations.

The document has also been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

**The Local Government Reporting Entity**

All Funds through which the Council controls resources to carry on its functions have been included in this document.

In the process of reporting on the local government as a single unit, all transactions and balances between those Funds (for example, loans and transfers between Funds) have been eliminated.

**2020 - 2021 Actual Balances**
Balances shown in this document as 2020-2021 Actual are subject to final adjustments.

**Rounding Off Figures**

All figures shown in this document, other than a rate in the dollar, are rounded to the nearest dollar.

**Rates, Grants, Donations and Other Contributions**

All rates levied under the *Local Government Act 1995*. Includes general, differential, specified area rates, minimum rates, interim rates, back rates, ex-gratia rates, less discounts and concessions offered. Exclude administration fees, interest on instalments, interest on arrears, service charges and sewerage rates.

Operating grants, subsidies and contributions are grants, subsidies or contributions that are not non-operating in nature. Non-operating grants, subsidies and contributions are amounts received for the acquisition or construction of recognisable non-financial assets to be controlled by the local government.

**Superannuation**

The Council contributes to a number of Superannuation Funds on behalf of employees. All funds to which the Council contributes are defined contribution plans.

**Goods and Services Tax**

Revenues, expenses and assets capitalised are stated net of any GST recoverable. Receivables and payables in the statement of financial position are stated inclusive of applicable GST. The net amount of GST recoverable from, or payable to, the ATO is included with receivables on payables in the statement of financial position. Cash flows are presented on a Gross basis. The GST components of cash flows arising from investing or financing activities which are recoverable from, or payable to, the ATO are presented as operating cash flows.

**Cash and Cash Equivalents**

Cash and cash equivalents include cash on hand, cash at bank, deposits held at call with banks, other short term highly liquid investments with original maturities of three months or less that are readily convertible to known amounts of cash and that are subject to an insignificant risk of changes in value and bank overdrafts. Bank overdrafts are shown as short-term borrowings in current liabilities.

**Trade and Other Receivables**

Collectability of trade and other receivables is reviewed on an ongoing basis. Debts that are known to be uncollectible are written off when identified. An allowance for doubtful debts is raised when there is objective evidence that they will not be collectible.

**Inventories**

General
Inventories are measured at the lower of cost and net realisable value. Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs necessary to make the sale.
Land Held for Resale

Land purchased for development and/or resale is valued at the lower of cost and net realisable value. Cost includes the cost of acquisition, development, borrowing costs and holding costs until completion of development. Finance costs and holding charges incurred after development is completed are expensed.
Revenue arising from the sale of property is recognised as at the time of signing an unconditional contract of sale. Land held for resale is classified as current except where it is held as non-current based on Council's intentions to release for sale.

**Fixed Assets**

Each class of fixed asset is carried at cost or fair value as indicated less, where applicable, any accumulated depreciation and impairment losses.

Initial Recognition

All assets are initially recognised at cost. Cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at no cost, or for nominal consideration, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the Council includes the cost of all materials used in construction, direct labour on the project and an appropriate proportion of variable and fixed overheads.

Subsequent costs are included in the asset's carrying amount or recognised as a separate asset, as appropriate, only when it is probable that future economic benefits associated with the item will flow to the Council and the cost of the item can be measured reliably. All other repairs and maintenance are recognised as expenses in the period in which they are incurred.

Revaluation

Certain asset classes may be re-valued on a regular basis such that the carrying values are not materially different from fair value. For infrastructure and other asset classes, where no active market exists, fair value is determined to be the current replacement cost of an asset less, where applicable, accumulated depreciation calculated on the basis of such cost to reflect the already consumed or expired future economic benefits of the asset. Increases in the carrying amount arising on revaluation of assets are credited to a revaluation surplus in equity. Decreases that offset previous increases of the same asset are recognised against revaluation surplus directly in equity; all other decreases are recognised in profit or loss. Any accumulated depreciation at the date of revaluation is eliminated against the gross carrying amount of the asset and the net amount is restated to the re-valued amount of the asset.

Those assets carried at a re-valued amount, being their fair value at the date of revaluation less any subsequent accumulated depreciation and accumulated impairment losses, are to be re-valued with sufficient regularity to ensure the carrying amount does not differ materially from that determined using fair value at reporting date.

Land Under Roads

In Western Australia, all land under roads is Crown land, the responsibility for managing which, is vested in the local government. Council has elected not to recognise any value for land under roads acquired on or before 30 June 2008. This accords with the treatment available in Australian Accounting Standard AASB 1051 Land Under Roads and the fact Local Government (Financial Management) Regulation 16 (a) (i) prohibits local governments from recognising such land as an asset. In respect of land under roads acquired on or after 1 July 2008, as detailed above, Local Government (Financial Management) Regulation 16 (a) (i) prohibits local governments from recognising such land as an asset.

Whilst such treatment is inconsistent with the requirements of AASB 1051, Local Government (Financial Management) Regulation 4 (2) provides, in the event of such an inconsistency, the Local Government (Financial Management) Regulations prevail. Consequently, any land under roads acquired on or after 1 September 2008 is not included as an asset of the Council.

Depreciation of Non-Current Assets

All non-current assets having a limited useful life (excluding freehold land) are systematically depreciated over their useful lives in a manner that reflects the consumption of the future economic benefits embodied in those assets. Assets are depreciated from the date of acquisition or, in respect of internally constructed assets, from the time the asset is completed and held ready for use. Depreciation is recognised on a straight-line basis, using rates that are reviewed each reporting period. Major depreciation periods are:

| | |
|---|---|
| Buildings | 40 years |
| Furniture and Equipment | 5 – 10 years |
| Plant and Machinery | 2 – 10 years |
| Sealed Roads - Clearing and Earthworks | Not depreciated |
| - Construction and Road Base | 5 – 80 years |
| - Original Surface / Major Resurface | 5 – 80 years |
| Drainage | 5 – 80 years |
| Pathways | 5 – 80 years |
| Parks and Reserves | 5 – 80 years |

Asset residual values and useful lives are reviewed, and adjusted if appropriate, at the end of each reporting period. An asset's carrying amount is written down immediately to its recoverable amount if the asset's carrying amount is greater than its estimated recoverable amount. Gains and losses on disposals are determined by comparing proceeds with the carrying amount. When revalued assets are sold, amounts included in the revaluation surplus relating to that asset are transferred to retained earnings.

Capitalisation Threshold

Assets with a value below $5,000 at the time of acquisition, are excluded from the assets reported in the financial report. These assets are instead reported as an expense in the year of acquisition.

**Financial Instruments**

Initial Recognition and Measurement

Financial assets and financial liabilities are recognised when the Council becomes a party to the contractual provisions to the instrument. For financial assets, this is equivalent to the date that the Council commits itself to either the purchase or sale of the asset (i.e. trade date accounting is adopted). Financial instruments are initially measured at fair value plus transaction costs, except where the instrument is classified 'at fair value through profit of loss', in which case transaction costs are expensed to profit or loss immediately.

Classification and Subsequent Measurement

Financial instruments are subsequently measured at fair value, amortised cost using the effective interest rate method or cost. Fair value represents the amount for which an asset could be exchanged, or a liability settled, between knowledgeable, willing parties. Where available, quoted prices in an active market are used to determine fair value. In other circumstances, valuation techniques are adopted.

Amortised cost is calculated as:

a. the amount in which the financial asset or financial liability is measured at initial recognition;
b. less principal repayments;
c. plus, or minus the cumulative amortisation of the difference, if any, between the amount initially recognised and the maturity amount calculated using the effective interest rate method; and
d. less any reduction for impairment.

The effective interest method is used to allocate interest income or interest expense over the relevant period and is equivalent to the rate that discounts estimated future cash payments or receipts (including fees, transaction costs and other premiums or discounts) through the expected life (or when this cannot be reliably predicted, the contractual term) of the financial instrument to the net carrying amount of the financial asset or financial liability. Revisions to expected future net cash flows will necessitate an adjustment to the carrying value with a consequential recognition of an income or expense in profit or loss.

Financial assets at fair value through profit and loss

Financial assets at fair value through profit or loss are financial assets held for trading. A financial asset is classified in this category if acquired principally for the purpose of selling in the short term. Derivatives are classified as held for trading unless they are designated as hedges. Assets in this category are classified as current assets.

Loans and receivables

Loans and receivables are non-derivative financial assets with fixed or determinable payments that are not quoted in an active market and are subsequently measured at amortised cost. Loans and receivables are included in current assets where they are expected to mature within 12 months after the end of the reporting period.

Held-to-maturity investments

Held-to-maturity investments are non-derivative financial assets with fixed maturities and fixed or determinable payments that the Council's management has the positive intention and ability to hold to maturity. They are subsequently measured at amortised cost. Held-to-maturity investments are included in current assets where they are expected to mature within 12 months after the end of the reporting period. All other investments are classified as non-current. They are subsequently measured at fair value with changes in such fair value (i.e. gains or losses) recognised in other comprehensive income (except for impairment losses). When the financial asset is derecognised, the

cumulative gain or loss pertaining to that asset previously recognised in other comprehensive income is reclassified into profit or loss.

Available-for-sale financial assets

Available-for-sale financial assets are non-derivative financial assets that are either not suitable to be classified into other categories of financial assets due to their nature, or they are designated as such by management. They comprise investments in the equity of other entities where there is neither a fixed maturity nor fixed or determinable payments.

They are subsequently measured at fair value with changes in such fair value (i.e. gains or losses) recognised in other comprehensive income (except for impairment losses). When the financial asset is derecognised, the cumulative gain, or loss, pertaining to that asset previously recognised in other comprehensive income is reclassified into profit or loss.
Available-for-sale financial assets are included in current assets, where they are expected to be sold within 12 months after the end of the reporting period. All other financial assets are classified as non-current.

Financial liabilities

Non-derivative financial liabilities (excluding financial guarantees) are subsequently measured at amortised cost.

Impairment

At the end of each reporting period, the Council assesses whether there is objective evidence that a financial instrument has been impaired. In the case of available-for-sale financial instruments, a prolonged decline in the value of the instrument is considered to determine whether impairment has arisen. Impairment losses are recognised in profit or loss. Any cumulative decline in fair value is reclassified to profit or loss at this point.

Derecognition

Financial assets are derecognised where the contractual rights for receipt of cash flows expire or the asset is transferred to another party, whereby the Council no longer has any significant continual involvement in the risks and benefits associated with the asset.

Financial liabilities are derecognised where the related obligations are discharged, cancelled or expired. The difference between the carrying amount of the financial liability extinguished or transferred to another party and the fair value of the consideration paid, including the transfer of non-cash assets or liabilities assumed, is recognised in profit or loss.

**Contract Assets**

A contract asset is the right to consideration in exchange for goods or services the entity has transferred to a customer when that right is conditioned on something other than the passage of time.

**Impairment**

In accordance with Australian Accounting Standards the Council's assets, other than inventories, are assessed at each reporting date to determine whether there is any indication they may be impaired. Where such an indication exists, an impairment test is carried out on the asset by comparing the recoverable amount of the asset, being the higher of the asset's fair value less costs to sell and value in use, to the asset's carrying amount.

Any excess of the asset's carrying amount over its recoverable amount is recognised immediately in profit or loss unless the asset is carried at a revalued amount in accordance with another standard (e.g. AASB 116). For non-cash generating assets such as roads, drains, public buildings and the like, value in use is represented by the depreciated replacement cost of the asset. At the time of adopting the Annual Budget, it was not possible to estimate the amount of impairment losses (if any) as at 30 June 2020. In any event, an impairment loss is a non-cash transaction and consequently, has no impact on the Annual Budget.

**Trade and Other Payables**

Trade and other payables represent liabilities for goods and services provided to the Council prior to the end of the financial year that are unpaid and arise when the Council becomes obliged to make future payments in respect of the purchase of these goods and services. The amounts are unsecured and are usually paid within 30 days of recognition.

**Lease Liabilities**

The present value of future lease payments not paid at the reporting date, discounted using the incremental borrowing rate where the implicit interest rate in the lease is not readily determined.

**Contract liabilities**

An entity's obligation to transfer goods or services to a customer for which the entity has received consideration (or the amount is due) from the customer. Grants to acquire or construct recognisable non-financial assets to be controlled by the Town are recognised as a liability until such time as the Town satisfies its obligations under the agreement.

**Employee Benefits**

Provision is made for the Council's liability for employee benefits arising from services rendered by employees to the end of the reporting period. Employee benefits that are expected to be settled within one year have been measured at the amounts expected to be paid when the liability is settled.

Employee benefits payable later than one year have been measured at the present value of the estimated future cash outflows to be made for those benefits. In determining the liability, consideration is given to employee wage increases and the probability that the employee may not

satisfy vesting requirements. Those cash flows are discounted using market yields on national government bonds with terms to maturity that match the expected timing of cash flows.

**Borrowing Costs**

Borrowing costs are recognised as an expense when incurred except where they are directly attributable to the acquisition, construction, or production of a qualifying asset. Where this is the case, they are capitalised as part of the cost of the particular asset.

**Provisions**

Provisions are recognised when the Town has a legal or constructive obligation, as a result of past events, for which it is probable that an outflow of economic benefits will result, and that outflow can be reliably measured.

Provisions are measured using the best estimate of the amounts required to settle the obligation at the end of the reporting period.

**Current and Non-Current Classification**

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. The asset or liability is classified as current if it expected to be settled within the next 12 months, being the Council's operational cycle. In the case of liabilities where the Council does not have the unconditional right to defer settlement beyond 12 months, such as vested long service leave, the liability is classified as current even if not expected to be settled within the next 12 months. Inventories held for trading are classified as current even if not expected to be realised in the next 12 months except for land held for resale where it is held as non-current based on the Council's intentions to release for sale.

**Comparative Figures**

Where required, comparative figures have been adjusted to conform to changes in presentation for the current reporting period.

**Budget Comparative Figures**

Unless otherwise stated, the Budget comparative figures shown in this Budget document relate to the original Budget estimate for the relevant item of disclosure.

## Service Unit Definitions

The Town operations, as disclosed in this report, encompass the following service-oriented Service Units –

**Chief Executive Office**

Chief Executive Office

The Chief Executive Office leads and supports the transformation of the organisation into a customer-focused, culturally constructive, legislatively compliant, sector-leading entity, with a primary focus on the Service Areas within the Chief Executive Office functional area.

Communications and Engagement

Communications and Engagement manages the brand and reputation of the Town. This is achieved through developing clear and accessible messaging, consulting with the community, delivering key messages through various channels and working to reach the appropriate audiences through strategically executed marketing, engagement and communication planning.

Customer Relations

Customer Relations manages the Customer Service Contact Centre, which is the first point of contact for the organisation, and monitors performance against the Town's Customer Service Charter.

Leadership and Governance

The Leadership and Governance Service Area is committed to responsibly managing the Town on behalf of the residents and ratepayers of the District through collaboration, knowledge-sharing and good governance.

Human Resources

Human Resources is responsible for the development and implementation of occupational health and safety compliance, staff development, employee relations, recruitment and payroll services of the Town.

**Community Planning**

Building Services

Building Services provide services to ensure buildings are safe, liveable, accessible and sustainable, and meet statutory requirements.

Community Development

The Community Development team's vision is an empowered Victoria Park, which will be achieved through the mission of community capacity building.

Community Planning Office

The Community Planning Office leads and supports the transformation of the organisation into a customer-focused, culturally constructive, legislatively compliant, sector-leading entity, with a primary focus on the Service Areas within the Community Planning functional area.

Digital Hub

The Digital Hub provides free digital literacy and online training for the local community, not-for-profit organisations and local business operators.

Economic Development

Economic Development seeks to increase the economic growth of the district through fostering business attraction and retention, tourism, marketing, community initiatives and creating robust relationships.

Environmental Health

Environmental Health seeks to promote good standards of public health via the many hospitality outlets in the area and the community in general.

General Compliance

The General Compliance Area liaise with and direct property owners and developers to ensure built form building and planning requirements are adhered to at all times.

Healthy Community

The Healthy Community team connect people to services, resources, information, facilities, and experiences that enhance their physical and social health and wellbeing.

Library Services

Library Services plays a pivotal role in providing our community with access to resources, knowledge and technology in a safe, nurturing environment.

Place Management

The Place Management Service Area implements programs, that are suitable for the particular targeted section of the community, to improve places within the District or, where the community is satisfied with the standard of operation, to maintain the already attained standard.

Strategic Town Planning

Strategic Town Planning develops strategies for the future growth of the Town, with the aims of creating a vibrant community and improving the quality of life for residents.

Urban Planning

Urban Planning assesses applications for development approval and subdivision, provides advice to the community and ensures land is appropriately used and developed.

**Finance**

Aqualife

The Aqualife Centre aims to improve community health and wellbeing; and to provide a safe and welcoming environment for the community to meet and socialise, primarily through aquatic recreation.

Budgeting

The Budgeting Area includes the administration of non-cash expenditure and revenue associated with local government accounting requirements, including profit and loss and depreciation.

Corporate Funds

The Corporate Funds includes the management of loans, reserve fund transfers, restricted and trust funds, rate revenue and corporate grants funding.

Finance Office

The Finance Office leads and supports the transformation of the organisation into a customer-focused, culturally constructive, legislatively compliant, sector-leading entity, with a primary focus on the Service Areas within the Finance functional area.

Financial Services

The key role of Financial Services is to manage and control the Town's finances in a sound and prudent manner.

Information Systems

Information Systems assists the Town in operating efficiently with the smooth running of essential business computer programs and systems.

Leisurelife

The Leisurelife Centre aims to improve community health and wellbeing, and to provide a safe and welcoming environment for the community to meet and socialise, primarily through active recreation.

Parking

The Parking Management section guides future parking initiatives within the Town, ensuring equitable access for everyone, whilst also monitoring existing parking areas and ensuring a safer community.

Rangers

Ranger Services offer a 24 hours-a-day / 7 days-a-week service to help ensure community safety in the areas of Dog and Cat management and Local Law enforcement.

**Operations**

Asset Planning

Asset Planning provides services to manage and maintain Council facilities and their related assets.

Environment

The Environment Area is committed to preserving and enhancing natural areas and recognises not only the ecological benefits of protecting natural assets, but also the social and recreational benefits as well.

Fleet Services

Fleet Services oversees the various items of light fleet, heavy fleet and plant and equipment.

Operations Office

The Operations Office leads and supports the transformation of the organisation into a customer-focused, culturally constructive, legislatively compliant, sector-leading entity, with a primary focus on the Service Areas within the Operations functional area.

Parks and Reserves

The Parks and Reserves Section delivers high quality horticultural works to parks, reserves and streetscapes.

Project Management

Project Management assists in improving the standards of project management and project delivery and delivers nominated projects on behalf of the Town.

Property Development and Leasing

Property Management and Leasing assists in strategic property development projects and property leasing requirements on behalf of the Town.

Street Improvement

Street Improvement provides engineering advice, design, planning, and road safety initiatives.

Street Operations

Street Operations ensure the maintenance and renewal of roads, pathways, drainage and associated assets.

Waste

Waste Management implements waste collection, minimisation and disposal in a sustainable manner.

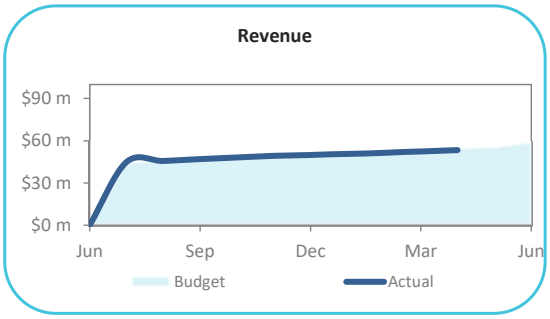
| Particulars | Material Variance $ | | % | Revised Budget $ | 30 April 2021 Year-to-Date Budget $ | Year-to-Date Actual $ |
|---|---|---|---|---|---|---|
| **Revenue** | | | | | | |
| **Chief Executive Office** | | | | **22,896** | **20,713** | **9,205** |
| Chief Executive Office | | | | 12,806 | 11,166 | 737 |
| Communications and Engagement | | | | 0 | 0 | 0 |
| Customer Relations | | | | 0 | 0 | 0 |
| Human Resources | | | | 2,999 | 2,456 | 1,376 |
| Leadership and Governance | | | | 7,091 | 7,091 | 7,092 |
| **Community Planning** | | | | **1,132,388** | **1,010,613** | **1,100,869** |
| Building Services | 40,719 | ▲ | 15.8% | 309,500 | 257,778 | 298,497 |
| Community Development | | | | 181,859 | 155,735 | 149,849 |
| Community Planning Office | | | | 1,300 | 1,164 | 1,175 |
| Digital Hub | | | | 17,575 | 17,369 | 16,109 |
| Economic Development | | | | 3,000 | 0 | 1,818 |
| Environmental Health | | | | 182,300 | 176,319 | 164,903 |
| General Compliance | | | | 21,500 | 20,483 | 20,908 |
| Healthy Community | | | | 28,497 | 28,075 | 33,299 |
| Library Services | | | | 20,857 | 18,305 | 19,750 |
| Place Management | | | | 0 | 0 | 1,673 |
| Strategic Town Planning | | | | 0 | 0 | 0 |
| Urban Planning | 57,502 | ▲ | 17.1% | 366,000 | 335,385 | 392,887 |
| **Finance** | | | | **53,401,660** | **50,169,557** | **49,897,820** |
| Aqualife | 26,078 | ▼ | 1.3% | 2,353,541 | 1,980,171 | 1,954,093 |
| Budgeting | | | | 1,701,625 | 0 | 0 |
| Corporate Funds | 300,806 | ▼ | 0.7% | 45,185,215 | 44,661,239 | 44,360,433 |
| Finance Office | | | | 1,351 | 900 | 0 |
| Financial Services | | | | 472,136 | 437,429 | 454,090 |
| Information Systems | | | | 2,790 | 2,144 | 749 |
| Leisurelife | 82,455 | ▼ | 5.3% | 1,884,694 | 1,553,882 | 1,471,427 |
| Parking | 101,368 | ▲ | 7.3% | 1,643,808 | 1,391,264 | 1,492,632 |
| Ranger services | | | | 156,500 | 142,528 | 164,396 |
| **Operations** | | | | **4,013,277** | **3,109,296** | **2,241,506** |
| Asset Planning | 72,413 | ▼ | 16.9% | 487,011 | 428,173 | 355,760 |
| Environment | | | | 0 | 0 | 0 |
| Fleet Services | | | | 10,600 | 9,037 | 8,498 |
| Operations Office | | | | 1,098 | 732 | 0 |
| Parks and Reserves | 28,930 | ▲ | 59.7% | 51,586 | 48,442 | 77,372 |
| Project Management | | | | 1,000 | 957 | 1,024 |
| Property Development and Leasing | | | | 0 | 0 | 0 |
| Street Improvement | 79,826 | ▼ | 97.0% | 167,999 | 82,300 | 2,474 |
| Street Operations | 754,506 | ▼ | 42.6% | 2,520,467 | 1,772,534 | 1,018,028 |
| Waste Services | | | | 773,516 | 767,121 | 778,350 |
| **Total Revenue** | | | | **58,570,221** | **54,310,179** | **53,249,400** |

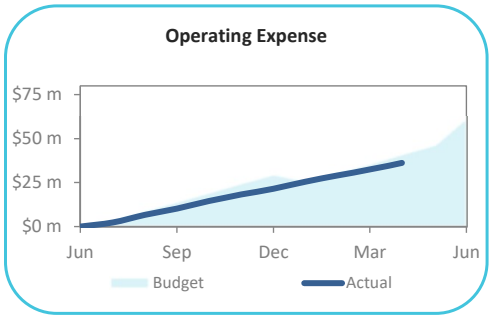
| Particulars | Material Variance $ | | % | Revised Budget $ | 30 April 2021 Year-to-Date Budget $ | Year-to-Date Actual $ |
|---|---|---|---|---|---|---|
| **Operating Expense** | | | | | | |
| **Chief Executive Office** | | | | **(5,029,462)** | **(4,036,791)** | **(3,543,387)** |
| Chief Executive Office | 68,381 | ▼ | 8% | (992,771) | (818,060) | (749,679) |
| Communications and Engagement | | | | (804,338) | (694,609) | (685,354) |
| Customer Relations | 72,791 | ▼ | 11% | (877,449) | (692,535) | (619,744) |
| Human Resources | 215,348 | ▼ | 25% | (1,152,400) | (876,962) | (661,614) |
| Leadership and Governance | 127,630 | ▼ | 13% | (1,202,504) | (954,625) | (826,995) |
| **Community Planning** | | | | **(10,903,809)** | **(7,786,870)** | **(6,859,516)** |
| Building Services | 74,079 | ▼ | 16% | (580,347) | (466,771) | (392,692) |
| Community Development | 244,121 | ▼ | 13% | (2,509,973) | (1,860,648) | (1,616,527) |
| Community Planning Office | | | | (946,777) | (784,989) | (789,715) |
| Digital Hub | | | | (184,652) | (149,531) | (136,977) |
| Economic Development | 77,730 | ▼ | 30% | (320,122) | (261,026) | (183,296) |
| Environmental Health | 26,869 | ▼ | 5% | (661,386) | (515,069) | (488,200) |
| General Compliance | | | | (144,624) | (118,320) | (106,596) |
| Healthy Community | 36,914 | ▼ | 17% | (277,341) | (221,760) | (184,846) |
| Library Services | 106,880 | ▼ | 11% | (1,234,872) | (1,006,630) | (899,750) |
| Place Management | 70,741 | ▼ | 7% | (2,019,432) | (1,046,540) | (975,799) |
| Strategic Town Planning | 133,994 | ▼ | 29% | (888,983) | (461,183) | (327,189) |
| Urban Planning | 136,475 | ▼ | 15% | (1,135,300) | (894,403) | (757,928) |
| **Finance** | | | | **(23,088,098)** | **(10,744,144)** | **(10,212,425)** |
| Aqualife | 32,877 | ▲ | 1% | (2,655,998) | (2,250,324) | (2,283,201) |
| Budgeting | | | | (9,312,032) | 0 | 0 |
| Corporate Funds | 123,296 | ▲ | 34% | (1,224,091) | (357,519) | (480,815) |
| Finance Office | | | | (735,840) | (609,108) | (592,665) |
| Financial Services | 133,785 | ▼ | 13% | (1,221,420) | (1,046,583) | (912,798) |
| Information Systems | | | | (3,252,553) | (2,663,531) | (2,644,997) |
| Leisurelife | 116,774 | ▼ | 7% | (2,028,737) | (1,692,688) | (1,575,914) |
| Parking | 327,541 | ▼ | 22% | (1,853,766) | (1,475,892) | (1,148,351) |
| Ranger services | 74,815 | ▼ | 12% | (803,661) | (648,499) | (573,684) |
| **Operations** | | | | **(22,838,953)** | **(18,379,574)** | **(15,389,849)** |
| Asset Planning | 339,317 | ▼ | 11% | (3,667,315) | (3,007,143) | (2,667,826) |
| Environment | | | | (209,537) | (170,849) | (171,877) |
| Fleet Services | 95,038 | ▼ | 92% | (8,498) | (103,340) | (8,302) |
| Operations Office | 41,288 | ▼ | 7% | (757,250) | (625,383) | (584,095) |
| Parks and Reserves | 985,670 | ▼ | 23% | (4,999,370) | (4,360,557) | (3,374,887) |
| Project Management | 386,348 | ▼ | 23% | (2,521,358) | (1,706,012) | (1,319,664) |
| Property Development and Leasing | 105,251 | ▼ | 52% | (574,926) | (204,342) | (99,091) |
| Street Improvement | 232,875 | ▼ | 22% | (1,373,224) | (1,070,645) | (837,770) |
| Street Operations | 336,253 | ▼ | 15% | (2,722,918) | (2,251,990) | (1,915,737) |
| Waste Services | 468,713 | ▼ | 10% | (6,004,557) | (4,879,313) | (4,410,600) |
| **Total Operating Expense** | | | | **(61,860,322)** | **(40,947,379)** | **(36,005,176)** |

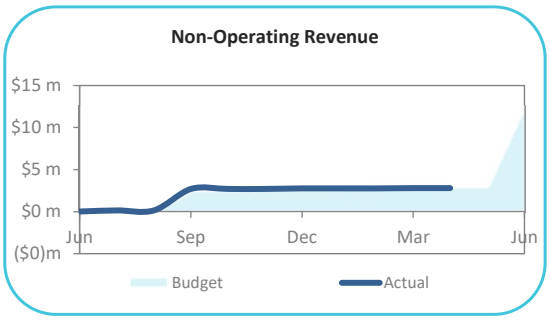
| Particulars | Material Variance $ | | % | Revised Budget $ | 30 April 2021 Year-to-Date Budget $ | Year-to-Date Actual $ |
|---|---|---|---|---|---|---|
| **Capital Expense** | | | | | | |
| **Chief Executive Office** | | | | **0** | **0** | **0** |
| Chief Executive Office | | | | 0 | 0 | 0 |
| Communications and Engagement | | | | 0 | 0 | 0 |
| Customer Relations | | | | 0 | 0 | 0 |
| Human Resources | | | | 0 | 0 | 0 |
| Leadership and Governance | | | | 0 | 0 | 0 |
| **Community Planning** | | | | **(51,000)** | **(49,871)** | **(48,871)** |
| Building Services | | | | 0 | 0 | 0 |
| Community Development | | | | (51,000) | (49,871) | (48,871) |
| Community Planning Office | | | | 0 | 0 | 0 |
| Digital Hub | | | | 0 | 0 | 0 |
| Economic Development | | | | 0 | 0 | 0 |
| Environmental Health | | | | 0 | 0 | 0 |
| General Compliance | | | | 0 | 0 | 0 |
| Healthy Community | | | | 0 | 0 | 0 |
| Library Services | | | | 0 | 0 | 0 |
| Place Management | | | | 0 | 0 | 0 |
| Strategic Town Planning | | | | 0 | 0 | 0 |
| Urban Planning | | | | 0 | 0 | 0 |
| **Finance** | | | | **(724,448)** | **(445,659)** | **(245,660)** |
| Aqualife | | | | 0 | 0 | 0 |
| Budgeting | | | | 0 | 0 | 0 |
| Corporate Funds | | | | 0 | 0 | 0 |
| Finance Office | | | | 0 | 0 | 0 |
| Financial Services | | | | 0 | 0 | 0 |
| Information Systems | 186,667 | ▼ | 43% | (704,450) | (432,327) | (245,660) |
| Leisurelife | | | | 0 | 0 | 0 |
| Parking | | | | (19,998) | (13,332) | 0 |
| Ranger services | | | | 0 | 0 | 0 |
| **Operations** | | | | **(15,846,288)** | **(10,134,035)** | **(4,535,932)** |
| Asset Planning | 215,352 | ▼ | 33% | (913,790) | (646,437) | (431,085) |
| Environment | | | | 0 | 0 | 0 |
| Fleet Services | 324,420 | ▼ | 54% | (816,259) | (596,036) | (271,616) |
| Operations Office | | | | 0 | 0 | 0 |
| Parks and Reserves | 776,262 | ▼ | 73% | (2,200,112) | (1,056,359) | (280,097) |
| Project Management | | | | (74,000) | (74,000) | (73,099) |
| Property Development and Leasing | | | | 0 | 0 | 0 |
| Street Improvement | | | | 0 | 0 | 0 |
| Street Operations | 4,281,168 | ▼ | 55% | (11,842,127) | (7,761,203) | (3,480,035) |
| Waste Services | | | | 0 | 0 | 0 |
| **Total Capital Expense** | | | | **(16,621,736)** | **(10,629,565)** | **(4,830,463)** |

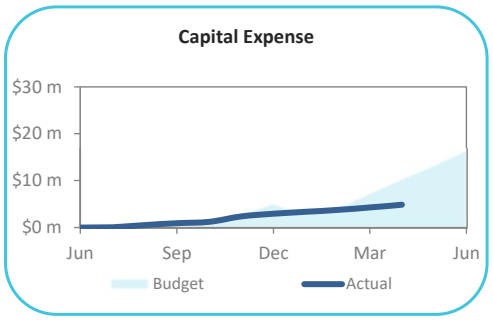
| Particulars | Material Variance $ | | % | Revised Budget $ | 30 April 2021 Year-to-Date Budget $ | Year-to-Date Actual $ |
|---|---|---|---|---|---|---|
| **Non-Operating Revenue** | | | | | | |
| **Finance** | | | | **11,971,674** | **2,503,760** | **2,503,760** |
| Corporate Funds | | | | 11,971,674 | 2,503,760 | 2,503,760 |
| **Operations** | | | | **525,865** | **462,728** | **278,943** |
| Fleet Services | 183,785 | ▼ | 40% | 525,865 | 462,728 | 278,943 |
| **Total Non-Operating Revenue** | | | | **12,497,539** | **2,966,488** | **2,782,703** |
| **Non-Operating Expense** | | | | | | |
| **Finance** | | | | **(10,141,790)** | **(3,176,735)** | **(3,249,342)** |
| Corporate Funds | 72,607 | ▲ | 2% | (10,141,790) | (3,176,735) | (3,249,342) |
| **Total Non-Operating Expense** | | | | **(10,141,790)** | **(3,176,735)** | **(3,249,342)** |
| **Non-Cash Items Adjustments** | | | | | | |
| Profit and Loss | | | | (1,627,741) | 0 | 0 |
| Depreciation | 9,783,140 | ▼ | 100% | 9,565,140 | 9,783,140 | 0 |
| **Total Non-Cash Items Adjustments** | | | | **7,937,399** | **9,783,140** | **0** |
| **Suspense Items Yet To Be Applied** | | | | 0 | 0 | (111,976) |
| **Opening Surplus / (Deficit)** | | | | 9,618,689 | 9,618,689 | 9,618,689 |
| **Closing Surplus / (Deficit)** | | | | **(0)** | **21,924,817** | **21,453,833** |

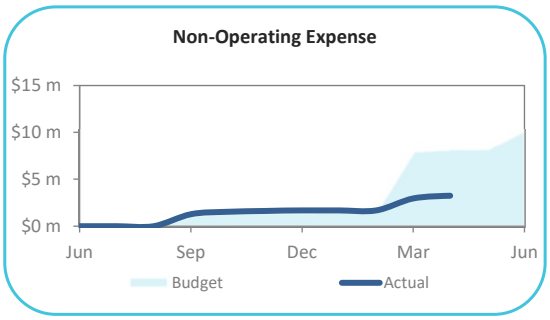
## Graphical Representation

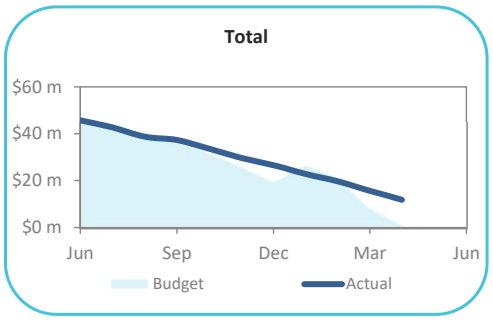


| Particulars | Brought Forward 1 July $ | 2020-2021 Revised Budget $ | Year To Date Actual $ |
|---|---|---|---|
| **Current Assets** | | | |
| Cash - Unrestricted | 15,519,356 | 15,519,356 | 24,363,082 |
| Cash - Reserves / Restricted | 45,567,473 | 45,567,473 | 43,176,627 |
| Receivables and Accruals | 4,203,836 | 4,203,836 | 5,271,873 |
| Inventories | 11,570 | 11,570 | 11,570 |
| | **65,302,235** | **65,302,235** | **72,823,151** |
| **Less Current Liabilities** | | | |
| Payables and Provisions | (10,116,073) | (10,116,073) | (8,192,691) |
| | **(10,116,073)** | **(10,116,073)** | **(8,192,691)** |
| **Net Current Asset Position** | **55,186,162** | **55,186,162** | **64,630,460** |
| **Less** | | | |
| Cash - Reserves / Restricted | (45,567,473) | (45,567,473) | (43,176,627) |
| **Estimated Surplus / (Deficiency) Carried Forward** | **9,618,689** | **9,618,689** | **21,453,833** |

## Cash and Investments Analysis

| | Amount Invested $ | Interest Rate % | Term (Days) | Maturity Date | Projected Earnings $ | Percentage of Portfolio |
|---|---|---|---|---|---|---|
| **Cash - Unrestricted** | | | | | | |
| **CBA** | **19,342,617** | | | | **2,548** | **27%** |
| At Call | 4,342,617 | Variable | 11am | Daily | 0 | |
| Online Saver | 15,000,000 | 0.20 | 11am | Daily | 2,548 | |
| **BOQ** | **3,000,000** | | | | **13,414** | **4%** |
| | 3,000,000 | 0.60 | 272 | 13-Jul-21 | 13,414 | |
| **NT Treasury Corporation** | **2,000,000** | | | | 14,038 | **3%** |
| | 2,000,000 | 0.60 | 427 | 15-Dec-21 | 14,038 | |
| **AMP** | **5,000,000** | | | | **6,981** | **7%** |
| | 2,000,000 | 0.70 | 182 | 14-Jun-21 | 6,981 | |
| | 3,000,000 | 0.75 | 330 | 15-Jun-21 | 20,342 | |
| **Total Cash - Unrestricted** | **29,342,617** | | | | **47,152** | **40%** |
| **Cash - Restricted** | | | | | | |
| **CBA** | **29,176,610** | | | | **1,699** | **40%** |
| At Call | 19,176,610 | Variable | 11am | Daily | 0 | |
| Online Saver | 10,000,000 | 0.20 | 11am | Daily | 1,699 | |
| **NAB** | **4,000,000** | | | | **33,041** | **6%** |
| | 4,000,000 | 0.90 | 335 | 15-Jun-21 | 33,041 | |
| **ME Bank** | **5,000,000** | | | | **16,712** | **7%** |
| | 5,000,000 | 0.40 | 305 | 11-Feb-22 | 16,712 | |
| **AMP** | **5,000,000** | | | | **55,068** | **7%** |
| | 5,000,000 | 1.20 | 335 | 14-Jun-21 | 55,068 | |
| **Total Cash - Restricted** | **43,176,610** | | | | **106,521** | **60%** |
| **Total Cash - Invested** | **72,519,227** | | | | **153,673** | **100%** |
| **Cash on Hand** | 7,805 | | | | | |
| **Total Cash** | **72,527,032** | | | | | |

## Cash and Investments Analysis

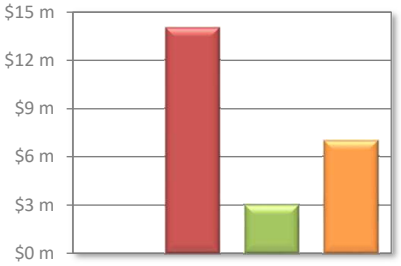
### Portfolio Diversity

| Institution | % |
|---|---|
| Bankwest | 0 |
| BOQ | 4 |
| CBA | 67 |
| ME Bank | 7 |
| AMP | 14 |
| NT Treasury Corporation | 3 |
| NAB | 6 |
| | 100 |

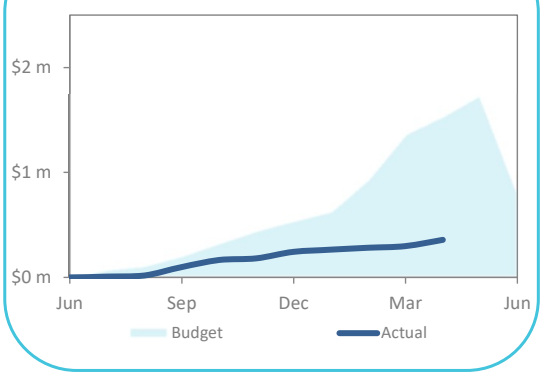


### Investment Maturity Timing

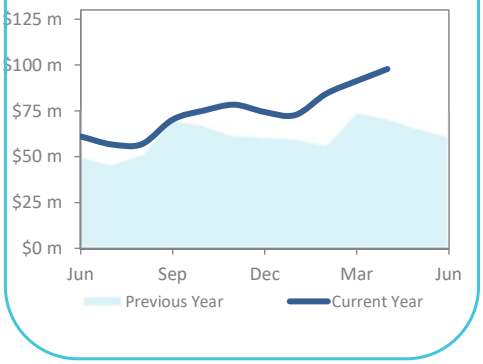
| Maturity | $ |
|---|---|
| Up to 30 days | 0 |
| 31 - 60 days | 14,000,000 |
| 61 - 90 days | 3,000,000 |
| 90+ days | 7,000,000 |
| | 24,000,000 |
| CBA Online Saver | 29,000,000 |
| **Total Investment** | **53,000,000** |




### Interest Earnings

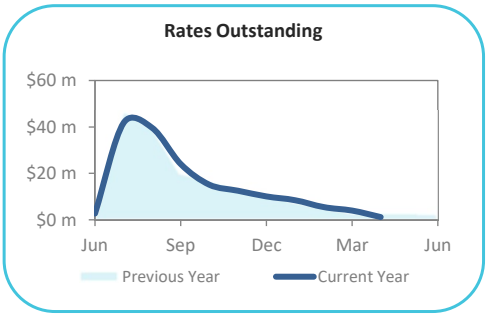



### Total Cash Holdings



## Rates Outstanding (Not Including Deferrals or Associated Fees and Charges)

| | Total |
|---|---|
| Balance from Previous Year | 2,656,453 |
| Rates Levied - Initial | 43,552,992 |
| Rates Levied - Interims | (2,029) |
| **Total Rates Collectable** | **46,207,416** |
| Current Rates Collected To Date | 42,349,560 |
| **Current Rates Outstanding** | **3,857,856** |
| **% Rates Outstanding** | **8.3%** |
| **% Rates Outstanding same time last year** | **20.0%** |



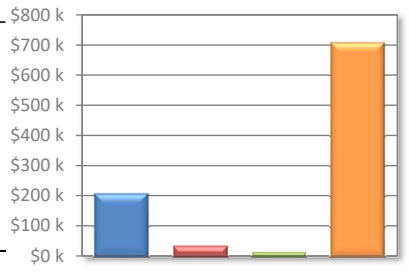

Lower collections to this time last year due to instalments and initial notice going out later than last year

## Sundry Debtors

| Type | Total | 30 Days | 60 Days | 90 Days | 90+ Days |
|---|---|---|---|---|---|
| Grants and Subsidies | 3,856 | 1,206 | - | - | 2,650 |
| Property Rent | 5,342 | 5,342 | - | - | 0 |
| Aqualife Fees | 8,210 | 7,474 | 140 | - | 596 |
| Leisurelife Fees | 30,123 | 29,786 | - | 113 | 225 |
| Community Development Fees | 13,908 | 1,835 | - | - | 12,073 |
| Health Fees | 1,035 | 685 | 220 | - | 130 |
| Other Fees and Charges | 31,709 | 15,629 | 11,147 | - | 4,932 |
| Building and Planning Application Fees | 16,818 | 12,777 | - | 105 | 3,936 |
| Infringements - Parking | 749,072 | 120,560 | 19,428 | 9,438 | 599,646 |
| Infringements - Animals | 42,583 | 8,200 | 3,024 | 672 | 30,687 |
| Infringements - General | 28,804 | - | - | 800 | 28,004 |
| Infringements - Bush Fire | 23,386 | - | 250 | - | 23,136 |
| Infringements - Health | 6,107 | 3,000 | - | - | 3,107 |
| **Total Sundry Debtors** | **960,953** | **206,494** | **34,209** | **11,128** | **709,123** |

### Sundry Debtor Aged Analysis

| Maturity | $ |
|---|---|
| Up to 30 days | 206,494 |
| 31 - 60 days | 34,209 |
| 61 - 90 days | 11,128 |
| 90+ days | 709,123 |
| | 960,953 |



## Grants and Contributions

| Details | Original Budget $ | Revised Budget $ | Receipt Status Invoiced | Remaining |
|---|---|---|---|---|
| **Operating Funding** | | | | |
| **Chief Executive Office** | | | | |
| Not Applicable | - | - | - | - |
| **Community Planning** | | | | |
| Community Development - Sponsorships | 5,600 | 5,600 | 3,800 | 1,800 |
| Digital Hub - Grants | 16,000 | 16,000 | 16,000 | - |
| Library Services - Grants | 1,000 | 1,000 | 880 | 120 |
| Environmental Health | 1,000 | 1,000 | 122 | 878 |
| **Finance** | | | | |
| Corporate Funds - Grants | 677,614 | 677,614 | 403,072 | 274,542 |
| Financial Services - Commission | 35,835 | 35,835 | 35,835 | - |
| Parking | 82,502 | 82,502 | 49,219 | 33,283 |
| Ranger Services | 7,503 | 7,503 | 13,169 | (5,666) |
| **Operations** | | | | |
| Street Improvement - Grants | 70,000 | 70,000 | - | 70,000 |
| Street Operations | 114,332 | 114,332 | 83,332 | 31,000 |
| **Capital Funding** | | | | |
| **Operations** | | | | |
| Project Management: | | | | |
| McCallum Park Active Area | - | - | - | - |
| Street Operations Grants: | | | | |
| Rutland Avenue Shared Path (Miller to Oats) | 68,500 | 68,500 | (34,250) | 102,750 |
| Oats Street - Tuckett to Rutland - Renew Seal (MRRG) | - | - | 2 | (2) |
| Hordern and Geddes Intersection (Blackspot) | 107,387 | 107,387 | - | 107,387 |
| Hordern and McMillan Intersection (Blackspot) | 122,588 | 122,588 | - | 122,588 |
| Archer and Orrong Intersection (Blackspot) | 679,047 | 679,047 | - | 679,047 |
| Star Street and Briggs Street (Blackspot) | 148,334 | 148,334 | (59,334) | 207,668 |
| Roads to Recovery Funding Income - Location TBA | 285,000 | 285,000 | (237,607) | 522,607 |
| Kent Street - Albany to Gloucester MRRG | 181,266 | 181,266 | (178,672) | 359,938 |
| Oats Street - Swanswa to Rutland MRRG | 208,200 | 208,200 | (209,493) | 417,693 |
| Carlisle Laneways (Community Development Grant) | 60,000 | 60,000 | (46,827) | 106,827 |
| Terminus Lane (Community Development Grant) | 240,000 | 240,000 | - | 240,000 |
| **Total Cash Deposits** | **3,111,708** | **3,111,708** | **(160,752)** | **3,272,460** |

## Reserve Funds Descriptions

The purposes for which funds have been set aside by Council, in Reserve Funds, are outlined below -

Building Renewal
*To be used to fund renewal projects associated with Council's Building assets.*

Cash-in-Lieu
*To be used to assist in funding initiatives associated with payments received as cash in lieu of required obligations or works.*

Community Art
*To be used to fund the purchase and placement of art for the Council and Community.*

*COVID-19 Recovery Reserve*
*To be used to assist in funding recovery initiatives related to COVID-19.*

Drainage Renewal
*To be used to fund renewal projects associated with Council's Drainage infrastructure.*

Edward Millen Site
*To be used to assist in improving and / or maintaining the Edward Millen site, including the associated grounds.*
grounds.

Furniture and Equipment Renewal
*To be used to fund renewal projects associated with Council's Furniture and Equipment assets.*

Future Fund
*To assist in funding projects and property purchases that diversify Council's revenue streams.*

Future Projects
*To assist in funding 'new' and 'upgrade' capital projects, with funding primarily derived from the sale of land assets.*

Harold Hawthorne - Carlisle Memorial
*To be used to provide funds to assist in conducting future Spring Garden Competitions.*

Information Technology Renewal
*To be used to fund renewal projects associated with Council's information technology assets.*
*significant insurance claims.*

Insurance Risk Reserve
*To be used for the purpose of meeting the difference between premiums and claims in the event of any significant insurance claims.*

Other Infrastructure Renewal
*To be used to fund renewal projects associated with Council's Other infrastructure.*

Parks Renewal
*To be used to fund renewal projects associated with Council's Parks infrastructure.*

Pathways Renewal
*To be used to fund renewal projects associated with Council's Pathways infrastructure*

Plant and Machinery Renewal
*To be used to assist in the acquisition and replacement of the Town's Plant and Machinery.*

Renewable Energy
*To assist in investigating and funding renewable energy projects within the District.*

Roads Renewal
*To be used to fund renewal projects associated with Council's Roads Infrastructure*

Underground Power
*To assist in the funding of projects associated with the installation of underground power and associated landscaping.*

Urban Forest Strategy
*To assist in funding initiatives associated with the Urban Forest Strategy*

Waste Management
*To assist in the funding of waste management and waste minimisation strategies*

## Reserve Funds Transactions

| | Annual Opening Balance $ | Transfer to Reserve $ | Transfer from Reserve $ | 30 April 2021 Balance Actual $ | Balance Budget $ | Annual Revised Budget $ |
|---|---|---|---|---|---|---|
| Building Renewal | 1,534,483 | 3,801 | - | 1,538,283 | 1,536,603 | 923,031 |
| Cash-in-Lieu | - | - | - | - | - | - |
| Community Art | 658,478 | 1,632 | - | 660,110 | 659,389 | 614,269 |
| COVID-19 Recovery Reserve | 500,000 | 1,237 | - | 501,237 | 500,690 | 1,000 |
| Drainage Renewal | 281,890 | 699 | - | 282,589 | 282,280 | 7,715 |
| Edward Millen Site | 2,025,265 | 5,019 | - | 2,030,284 | 2,028,065 | 1,735,453 |
| Furniture and Equip Renewal | 665,984 | 1,650 | - | 667,634 | 666,905 | 713,558 |
| Future Fund | 14,607,271 | 36,197 | - | 14,643,468 | 14,627,467 | 14,952,506 |
| Future Projects | 143,606 | 354 | - | 143,960 | 143,803 | 544,117 |
| Harold Hawthorn - Carlisle | 182,816 | 453 | - | 183,268 | 183,068 | 203,896 |
| Information Technology Renewal | 1,081,575 | 2,680 | - | 1,084,255 | 1,083,071 | 1,100,112 |
| Insurance Risk Reserve | 457,980 | 1,135 | - | 459,115 | 458,614 | 497,714 |
| Land Asset Optimisation | 1,680,429 | 4,164 | - | 1,684,594 | 1,682,752 | 5,138,040 |
| Other Infrastructure Renewal | 333,484 | 826 | - | 334,310 | 333,945 | 159,083 |
| Parks Renewal | 1,124,573 | 2,787 | - | 1,127,360 | 1,126,128 | 234,311 |
| Pathways Renewal | 31,368 | 77 | - | 31,446 | 31,411 | 95,505 |
| Plant and Machinery | 326,498 | 809 | - | 327,307 | 326,949 | 328,945 |
| Renewable Energy | 279,978 | 695 | - | 280,674 | 280,366 | 162,032 |
| Roads Renewal | 1,460,633 | 3,620 | - | 1,464,253 | 1,462,653 | 1,256,539 |
| Underground Power | 16,779,487 | 41,579 | (2,503,760) | 14,317,306 | 14,298,926 | 16,804,487 |
| Urban Forest Strategy | 500,000 | 1,240 | - | 501,240 | 500,692 | 501,000 |
| Waste Management | 911,675 | 2,260 | - | 913,935 | 912,936 | 1,257,188 |
| | **45,567,473** | **112,914** | **(2,503,760)** | **43,176,627** | **43,126,713** | **47,230,501** |

## Capital Items

The following pages summarise the progress of the Capital Items.

For the purposes of these pages, the following indicators have been used -

**Item Timing**
This relates to how the item is tracking time-wise and is displayed using the following indicators -

| | |
|---|---|
| ☒ | Behind |
| ☐ | On-Track |
| ☑ | In-Front |

**Budget Status**
This relates to how the item is costing against the Revised Budget and is displayed using the following indicators -

| | |
|---|---|
| ☒ | Over budget |
| ☐ | On budget |
| ☑ | Under budget |

**Completion Stage**
This relates to where the item is currently, in terms of completion, and is displayed using the following indicators -

| | |
|---|---|
| ☐☐☐☐ | Not commenced |
| ■☐☐☐ | Commenced |
| ■■☐☐ | Half-way completed |
| ■■■☐ | Nearing completion |
| ■■■■ | Completed |

## Capital Items

| Particulars | Budget Status | Completion Stage | Revised Budget $ | Year-to-Date Actual $ |
|---|---|---|---|---|
| **Land and Buildings** | | | **984,592** | **502,435** |
| **Renewal - Land and Buildings** | | | | |
| Toilet Blocks - Painting Program (Archer St, GO Edwards, Read Park | ☐ | ■■■■ | 4,430 | 4,430 |
| Aqualife - Outdoor Pool Refurbishment | ☐ | ■■■■ | 38,370 | 38,268 |
| 10 Kent Street - Interior Refurbishment (Disability Access) | ☐ | ■□□□ | 220,000 | 0 |
| Aqualife - BMS Renewal | ☐ | ■□□□ | 30,000 | 0 |
| Aqualife - Roof Renewal | ☐ | ■■■■ | 9,971 | 9,971 |
| Aqualife - Pool Plant Renewal | ☐ | ■□□□ | 60,001 | 4,645 |
| Clubrooms - Painting Program (Parnham & Fletcher Park) | ☐ | ■■■■ | 25,002 | 22,740 |
| Carlisle Reserve Clubrooms - Changeroom Refurbishment | ☐ | ■■■■ | 135,000 | 77,404 |
| Library - Fitout and Layout changes (RFID) - External Doors | ☐ | ■□□□ | 80,000 | 0 |
| Leisurelife - Skylight Replacements | ☐ | ■■■■ | 7,820 | 7,820 |
| Leisurelife - Hotwater System Replacement | ☐ | ■■■■ | 14,998 | 13,000 |
| 12 Kent Street - External Refurbishment | ☐ | ■■■■ | 20,000 | 18,740 |
| Energy Efficiency Initiatives - Lighting Replacement (LEDs) | ☒ | ■■■■ | 35,000 | 49,123 |
| Changeroom Refurbishment - JA Lee Clubrooms | ☐ | ■■■■ | 80,000 | 79,910 |
| Replace Fencing - 10,12 and 14 Kent Street | ☐ | ■■■■ | 30,000 | 30,435 |
| **Upgrade - Land and Buildings** | | | | |
| Solar PV Installation - Administration Building | ☐ | ■■■□ | 120,000 | 72,851 |
| Land - Upgrade: 25 Boundary Road Subdivision | ☐ | ■■■■ | 74,000 | 73,099 |

## Capital Items

| Particulars | Budget Status | Completion Stage | Revised Budget $ | Year-to-Date Actual $ |
|---|---|---|---|---|
| **Plant and Machinery** | | | **816,259** | **271,136** |
| **Renewal - Plant and Machinery** | | | | |
| Minor Plant Renewal - Parks | ☐ | ■■■□ | 14,000 | 5,039 |
| Mazda CX5 (174VPK - Plant 398) | ☐ | ■■■■ | 35,000 | 0 |
| Vehicle Purchase - Rangers (122VPK) | ☒ | ■■■□ | 44,000 | 87,603 |
| Vehicle Purchase - Rangers (127VPK) | ☐ | ■■■□ | 44,000 | 0 |
| Vehicle Purchase - Asset Management (184VPK) | ☐ | ■■■■ | 25,000 | 24,147 |
| Vehicle Purchase - Finance (181VPK - Plant 345) | ☐ | ■■■■ | 25,000 | 0 |
| Vehicle Purchase - Parking Area (178VPK) | ☐ | ■■■□ | 25,000 | 0 |
| 138 VPK - Flocon Truck (Plant 39) | ☐ | ■■■□ | 147,940 | 0 |
| 174 VPK - Trailer (Plant 178) | ☐ | ■■■■ | 10,000 | 0 |
| Heavy Truck 9T (137VPK) | ☐ | ■■■□ | 175,000 | 0 |
| Pavement Sweeper (136VPK) | ☐ | ■■■■ | 165,000 | 117,586 |
| 1.5T Forklift (146VPK) | ☐ | ■■■■ | 40,000 | 35,027 |
| Trailer (153VPK) | ☐ | ■■■■ | 1,734 | 1,734 |
| Custom Made Water Tank (Plant 167) | ☐ | ■■■□ | 29,000 | 0 |
| Trailer (150VPK) | ☐ | ■■■□ | 4,600 | 0 |
| Fibre Furn Tank (Plant 194) | ☐ | ■■■□ | 3,500 | 0 |
| Insurance Replacement 1GWO546 (Plant 515) | ☐ | ■■■□ | 27,485 | 0 |
| **Information Technology** | | | **704,450** | **245,660** |
| **New - Information Technology** | | | | |
| Library - RFID Self-Service System | ☐ | ■□□□ | 87,900 | 41,350 |
| Software - Asset Management System | ☐ | ■■□□ | 98,000 | 0 |
| New- Software - Volunteer Database | ☐ | □□□□ | 7,000 | 0 |
| New - Software - CAMMS Project PoC | ☐ | ■■□□ | 16,550 | 0 |
| Risk Management Software (Governance) | ☐ | ■■□□ | 18,000 | 0 |
| Minutes Digitisation (Records) | ☐ | ■■□□ | 20,000 | 0 |
| ICT Business Systems and Infrastructure Review | ☐ | ■■□□ | 40,000 | 0 |
| Recruitment Software (HR) | ☐ | ■■□□ | 30,000 | 0 |

## Capital Items

| Particulars | Budget Status | Completion Stage | Revised Budget $ | Year-to-Date Actual $ |
|---|---|---|---|---|
| **Information Technology (continued)** | | | | |
| **Upgrade - Information Technology** | | | | |
| System Upgrade - Authority 7.x | ☐ | ■■□□ | 140,000 | 94,228 |
| Hardware - Leisurelife Centre Technology Upgrade | ☐ | □□□□ | 15,000 | 0 |
| Digital Hub - IT Hardware Upgrade | ☐ | ■■■■ | 27,000 | 4,778 |
| Implement Local Laws - Auto Issue (Rangers) | ☐ | ■■■□ | 10,000 | 0 |
| Online images of infringements (Parking) | ☐ | □□□□ | 15,000 | 0 |
| Software - TRIM CM9 Upgrade | ☐ | ■■■□ | 90,000 | 7,835 |
| Meeting Room Audio Visual Equipment Upgrade | ☐ | ■■■□ | 90,000 | 97,470 |
| **Roads** | | | **8,070,835** | **2,829,950** |
| **Renewal - Roads** | | | | |
| Oats Street and Star Street Roundabout | ☐ | ■■□□ | 166,573 | 0 |
| Custance Street - Band to Getting | ☐ | ■■■□ | 375,000 | 366,263 |
| Kent Street - Albany to Gloucester MRRG | ☐ | ■■■□ | 387,899 | 317,303 |
| Oats Street - Swanswa to Rutland MRRG | ☐ | ■■■□ | 538,790 | 448,853 |
| Roads to Recovery Funding Income - Location TBA | ☐ | ■■■■ | 285,000 | 0 |
| Norseman Street - Carnarvon to End | ☐ | ■■■□ | 100,745 | 78,234 |
| Howick Street West - Kitchener to Burswood | ☐ | ■■■■ | 110,375 | 110,375 |
| Lake View Street - Carnarvon to End | ☐ | ■■■□ | 87,150 | 73,487 |
| Tuam Street - Washington to Albany Highway | ☐ | ■■■□ | 98,040 | 98,040 |
| Dome Place - VPD to End | ☐ | ■■■□ | 21,420 | 7,581 |
| Anglesea Street - Gerard to Carnarvon | ☐ | ■■■□ | 105,131 | 90,807 |
| Patricia Street - Carson to Albany Highway | ☐ | ■■■□ | 122,000 | 49,244 |
| Leigh Street - Kitchener to Burswood | ☐ | ■■■□ | 78,238 | 63,637 |
| Ashburton Street North - Gloucester to End | ☐ | ■■■□ | 218,811 | 195,417 |
| Willis Street - Albany to Fraser | ☐ | ■■■□ | 195,118 | 194,571 |
| Read Street - Withnell to Oats | ☐ | ■□□□ | 32,076 | 0 |
| Tuckett Street - Briggs to Cohn | ☐ | ■■■□ | 70,000 | 19,881 |
| Sandra Place - Harris to End | ☐ | ■■□□ | 85,484 | 448 |
| Watts Place - Turner to End | ☐ | ■■■■ | 22,548 | 22,548 |
| Briggs Street - Star to Orrong | ☐ | ■■■□ | 425,000 | 16,462 |
| Harris Street - Oats Street/Mercury Street/Briggs Street | ☐ | □□□□ | 9,927 | 0 |

## Capital Items

| Particulars | Budget Status | Completion Stage | Revised Budget $ | Year-to-Date Actual $ |
|---|---|---|---|---|
| **Renewal - Roads (continued)** | | | | |
| Raleigh Street - Archer to End | ☐ | ■■■□ | 305,000 | 162,060 |
| Savill Place - Cohn to End | ☐ | ■■□□ | 85,000 | 4,378 |
| Sussex Street and Moorgate Street Intersection | ☐ | ■■■□ | 40,000 | 0 |
| Blair Athol Street - Carnarvon to Gerard | ☐ | ■■■□ | 91,927 | 72,354 |
| Lion Street - Rutland to Planet | ☐ | ■□□□ | 143,905 | 0 |
| Downing Street - Cohn to Briggs | ☐ | ■■■□ | 89,000 | 384 |
| Mars Street West - Lion to Mercury | ☐ | ■■■□ | 144,666 | 130,911 |
| Midgley Street - Rutland to Gallipoli | ☐ | ■■■□ | 150,682 | 139,585 |
| Maude Street - Anglesea to Blair Athol | ☐ | ■■■□ | 76,902 | 65,166 |
| Template Street - Washington to Berwick | ☐ | ■■■□ | 169,208 | 68,717 |
| Wyndham Street - Burlington to Albany | ☐ | ■□□□ | 93,312 | 0 |
| ROW 46 Upgrade | ☐ | ■■□□ | 240,000 | 0 |
| Garland Street Renewal | ☐ | ■■□□ | 295,000 | 7,029 |
| **Upgrade - Roads** | | | | |
| Hill View Terrace and Oats Street - Intersection and Pedestrian | ☐ | ■■■■ | 1,068 | 0 |
| Roberts Road and Orrong Road - Intersection | ☐ | ■■□□ | 25,000 | 13,216 |
| Rutland Avenue - Oats Street to Welshpool Road | ☐ | ■■■■ | 157 | 0 |
| Star Street and Briggs Street (Blackspot) | ☐ | ■□□□ | 225,000 | 0 |
| Archer and Orrong Intersection (Blackspot) | ☐ | ■□□□ | 1,343,220 | 4,800 |
| Hordern and Geddes Intersection (Blackspot) | ☐ | ■■□□ | 215,581 | 3,099 |
| Hordern and McMillan Intersection (Blackspot) | ☐ | ■■□□ | 275,882 | 5,101 |
| Traffic Calming Gallipoli St - Cornwall to Streatly | ☐ | ■■□□ | 25,000 | 0 |
| Upgrade - ROW 59 | ☐ | ■■□□ | 450,000 | 0 |
| Albany Highway Cycle Lanes (Mackie to Oswald) | ☐ | ■□□□ | 50,000 | 0 |
| **Drainage** | | | **440,000** | **19,164** |
| **Renewal - Drainage** | | | | |
| Drainage - Right Of Ways - Various Locations | ☐ | ■□□□ | 120,000 | 0 |
| Various - Pipe Renewal- Allocation | ☐ | ■■□□ | 100,000 | 0 |
| Various - Pit Renewal- Allocation | ☐ | ■■□□ | 140,000 | 16,168 |
| Various - Sump Renewal- Allocation | ☐ | ■□□□ | 60,000 | 0 |
| Unplanned Renewal Projects - BUDGET ONLY Individual work orders t | ☐ | ■□□□ | 20,000 | 2,996 |

## Capital Items

| Particulars | Budget Status | Completion Stage | Revised Budget $ | Year-to-Date Actual $ |
|---|---|---|---|---|
| **Pathways** | | | **2,444,072** | **624,649** |
| **Renewal - Pathways** | | | | |
| Rutland Avenue - Roberts to Forster Avenue (North Side) | ☐ | ■■■■ | 6,584 | 6,584 |
| Oldfield Street - Vantage Way to Bow River (West Side) | ☐ | □□□□ | 4,545 | 4,406 |
| Harold Rossiter Park - Kent to Rathay | ☐ | ■■■■ | 96,659 | 96,659 |
| Cohn Street - Star to Harris (North Side) | ☐ | ■■■■ | 12,535 | 7,752 |
| Clydesdale Street - Teague to Kitchener (West Side) | ☐ | ■■■□ | 18,017 | 17,117 |
| Victoria Park Drive - GED to Dome (West Side) | ☐ | ■■■■ | 18,310 | 0 |
| Clydesdale Street - Sunbury to Kitchener (East Side) | ☐ | ■■■■ | 11,330 | 11,330 |
| Hill View Terrace - Burlington to Albany (South Side) | ☐ | ■■■■ | 12,763 | 12,763 |
| Rushton Street - Benporath to Shepperton (West Side) | ☐ | ■■■■ | 17,578 | 17,578 |
| Harper Street - Albany to Shepperton (North Side) | ☐ | □□□□ | 11,625 | 0 |
| Camberwell Street - Archdeacon to Devenish (South Side) | ☐ | ■■■■ | 16,490 | 16,490 |
| Kitchener Avenue - Leigh to Howick (West Side) | ☐ | □□□□ | 20,575 | 0 |
| Kessack Street - McCartney to Howick (Both Sides) | ☐ | □□□□ | 12,585 | 0 |
| Howick Street - Getting to Roberts (East Side) | ☐ | ■■■□ | 6,582 | 5,059 |
| Keyes Street - Enfield to Custance (West Side) | ☐ | ■■■■ | 14,617 | 14,617 |
| Kitchener Ave - Harper to Clydesdale (West Side) | ☐ | ■■■■ | 9,851 | 9,850 |
| **New - Pathways** | | | | |
| Goodwood Parade - Shared Path - Surface | ☐ | ■■■■ | 18,426 | 18,426 |
| Rutland Avenue Shared Path (Miller to Oats) | ☐ | ■■■□ | 535,000 | 383,568 |
| Rutland Avenue Shared Path (Miller to Great Eastern Highway) | ☐ | ■□□□ | 1,600,000 | 2,453 |
| **Parks** | | | **2,200,107** | **278,608** |
| **Renewal - Parks** | | | | |
| GO Edwards Park - Redevelopment | ☐ | ■□□□ | 88,610 | 18,258 |
| George Street Reserve - Revegetation Project | ☐ | ■□□□ | 87,732 | 5,334 |
| Raphael Park - Reticuation System Renewal | ☐ | ■■■□ | 34,999 | 18,722 |
| Flood Lighting - JA Lee Reserve | ☐ | ■■□□ | 18,000 | 0 |
| Play Equipment - JA Lee Reserve | ☐ | ■□□□ | 80,000 | 200 |
| Gazebo Renewal - Victoria Heights Park | ☐ | ■■■□ | 25,000 | 5,879 |
| Shade Sails - Hawthorne Reserve | ☐ | □□□□ | 17,000 | 0 |
| Synthetic Practice Wickets and Nets - Harold Rossiter | ☒ | ■■■■ | 22,000 | 22,011 |
| Raphel Park - Softfall | ☐ | ■■■■ | 15,000 | 13,410 |
| Playground Renewal - The Promenade | ☐ | ■■■■ | 80,000 | 0 |
| Bore Water Meters - Various Sites | ☐ | ■■■■ | 49,935 | 49,935 |
| Cricket Nets and Pitch - Carlisle Reserve | ☐ | ■■■■ | 20,000 | 19,215 |
| Carlisle Reserve - Pole Floodlight Renewal | ☐ | ■■■■ | 6,831 | 5,511 |
| Rubber Softfall - Aqualife | ☐ | ■■□□ | 25,000 | 0 |
| **Upgrade - Parks** | | | | |
| Upgrade - Higgins Park Tennis Club - Court Modifications | ☐ | ■■■□ | 110,000 | 84,080 |
| Bolton Avenue Verge - Retaining Wall and Fencing | ☐ | ■■□□ | 20,000 | 0 |
| GO Edwards Park Upgrade - Stage 5 | ☐ | ■□□□ | 1,450,000 | 2,586 |
| Limestone Blocks - Alec Bell Park | ☐ | ■■■□ | 10,000 | 9,715 |

## Capital Items

| Particulars | Budget Status | Completion Stage | Revised Budget $ | Year-to-Date Actual Actual |
|---|---|---|---|---|
| **New - Parks** | | | | |
| Fertigation Tanks (Various Sites) | ☐ | ■■■■ | 25,000 | 23,751 |
| BBQ Shade Sails - The Promenade | ☐ | ■■□□ | 15,000 | 0 |
| **Other Infrastructure** | | | **957,998** | **55,142** |
| **Renewal - Other Infrastructure** | | | | |
| Carpark #15 Renewal - Fletcher Park | ☐ | ■■□□ | 140,000 | 0 |
| Carpark #8 Renewal - Kent Street Bowling Club | ☐ | □□□□ | 40,000 | 0 |
| Street Furniture - Bus Shelters - Allocation | ☐ | ■■□□ | 40,000 | 0 |
| Street Lighting - Albany Highway and Laneways | ☐ | ■■■□ | 25,000 | 580 |
| Mirvac - Lighting Replacement | ☐ | ■□□□ | 150,000 | 0 |
| **Upgrade - Other Infrastructure** | | | | |
| Street Lighting - Safety Improvements (Safer Neighbourhoods Plan) | ☐ | ■■□□ | 107,000 | 0 |
| Carlisle Laneways (Community Development Grant) | ☐ | ■■□□ | 60,000 | 1,653 |
| Terminus Lane (Community Development Grant) | ☐ | ■■□□ | 240,000 | 309 |
| **New - Other Infrastructure** | | | | |
| Parking - ACROD Bays - Allocation | ☐ | ■■■□ | 45,000 | 0 |
| Purchase and Installation of parking meters - Parking Initiative | ☐ | □□□□ | 19,998 | 0 |
| Pedestrian Infrastructure Improvements | ☐ | ■□□□ | 40,000 | 3,730 |
| Lathlain Redevelopment (Zone 2 ) - Public Art | ☒ | ■■■■ | 11,000 | 11,371 |
| Lathlain Redevelopment (Zone 2x ) - Public Art | ☐ | ■■■■ | 40,000 | 37,500 |

| | |
|---|---|
| **Practice number** | Practice 113.1 |
| **Practice title** | Responding to reports of homelessness |

## Practice purpose:

To guide Town staff on responding to reports of people experiencing homelessness in the Town.

## Practice definitions:

**Homelessness**
The Australian Bureau of Statistics (ABS) definition states 'that when a person does not have suitable accommodation alternatives they are considered homeless if their current living arrangement:

- is in a dwelling that is inadequate;
- has no tenure, or if their initial tenure is short and not extendable; or
- does not allow them to have control of, and access to space for social relations.'

**Rough sleepers**
Rough sleepers is the term used to describe homeless people who are sleeping without shelter, in locations that are not designed for habitation. People sleeping in parks or other public areas, or in sheds, car parks or other areas surrounding private buildings are considered rough sleepers.

## Practice statement:

### Practice principles

1. Town staff are expected to align with the policy principles contained within Policy 113 Homelessness – The Town's role when responding to reports of people experiencing homelessness in the Town:
    a. Compassion
    b. Access to public spaces
    c. Right to housing
    d. Whole-of-community response
    e. No wrong door

### Practice response

2. The practice responses guide Town staff on their responsibilities in order to comply with the following policy commitments contained within Policy 113 Homelessness – The Town's role:
    a. Clause 6. The Town will play an active role in homelessness prevention through providing information on services, resources and facilities to assist people who are homeless or at risk of homelessness
    b. Clause 8. The Town will proactively ensure public spaces and amenities are safe and inclusive
    c. Clause 9. The Town will collect accurate data to understand, monitor and respond to trends regarding homelessness in the community

### Receiving reports of rough sleepers or left belongings

| | |
|---|---|
| **CRM category** | N/A |
| **Action officers** | Customer Service Team |

| | |
|---|---|
| **Special interest officers** | N/A |

3. Receive customer report of rough sleeping
    a. Response 1
    Ask the customer if anyone is in danger – e.g. does the person appear to be suffering from a mental health crisis? Is the person acting aggressively or violently? Is there evidence of alcohol or drug use?
        i. If the customer says yes, advise them to call the police immediately on 000 if an emergency or 131 444. The police have the ability to intervene and/or direct individuals into mental health services. No CRM action is required
        ii. If the customer says no, please continue to Response 2
    b. Response 2
    Ask the following questions to the customer and record in the appropriate CRM category:
        i. Where are they located? If a public area – create CRM category 'Rangers – Rough sleeper/homelessness – Public areas'. If private property – create CRM category 'Community Development – Rough sleepers/homelessness – Private property'
        ii. Further questions for 'Rangers – Rough sleeper/homelessness – Public areas'
            1. Is it an individual or group of people?
            2. How long have they been there?
            3. Thank customer and advise that the Town's Rangers will make contact with the person/s to provide information and support to access services
        iii. Further questions for 'Community Development – Rough sleepers/homelessness – Private property'
            1. Is it an individual or group of people?
            2. How long have they been there?
            3. Is the property a private/residential building or a commercial building?
            4. What is the condition of the property – e.g. is there any damage, broken windows, etc.?
            5. Thank customer and advise that the Town will make contact with the property owner. However, advise that the Town is limited in its ability to take any action and encourage the customer to call the WA Police Force.
4. Receive report of left belongings
    a. Create CRM category 'Waste – Rangers – Illegal Dumping' and record any information provided by the customer that may be related to the potential owner
5. Receive report of someone begging
    a. Advise customer that begging is not against the law, and that the Town works with local service providers to assist people who beg into accessing services. Advise customer that aggressive, intimidating or violent behaviour is a criminal offence, and if they have witnessed this behaviour, to call the police immediately on 000 if an emergency or 131 444. No CRM action is required
6. Provide additional information to customer on Town approaches to begging, anti-social behavior, rough sleeping and left belongings as appropriate, using the following table:

| **Community education** | |
|---|---|
| Begging | As the Town's Albany Highway district has a high flow of foot traffic, some people choose to use the area to beg.<br><br>Some people who beg may be homeless, while other may have access to stable accommodation but are from low-income households. |

| | |
|---|---|
| | Begging is not against the law. However, the Town works with local service providers to assist people who beg into accessing services.<br><br>Aggressive, intimidating or violent behaviour is a criminal offence. If you have witnessed this behaviour, call 000 if an emergency or 131 444. |
| Anti-social behaviour | Anti-social behaviour is a criminal offence.<br><br>If you have witnessed any anti-social behaviour – e.g. drug/alcohol use or aggressive, intimidating or violent behaviour, call 000 if an emergency or 131 444. |
| No evidence of sleeping | Public spaces are open and accessible to the whole community.<br><br>The Town does not take any action where people are using parks for recreational purposes. |
| Ranger response to rough sleeping – public areas | The Town does not have the authority to 'move on' rough sleepers.<br><br>The Town's Rangers make contact with rough sleepers to provide information and support to access services to meet their needs.<br><br>Where possible, the Town will also refer the person to a homeless outreach service.<br><br>In most cases, rough sleepers tend to move on, on their own accord after contact with the Rangers and/or a homeless outreach service within 14 days.<br><br>The Town will involve the police if:<br>• The rough sleeper is experiencing a mental health crisis, as the police have the ability to direct individuals into mental health services<br>• There is evidence of anti-social behaviour – e.g. drug/alcohol use or aggressive/violent behaviour<br>• The rough sleeper refuses to leave the area, and has erected semi-permanent structures, demonstrating an intent to camp or remain in the area for an extended period of time |
| Ranger response to rough sleeping – private property | The Town does not have the authority to 'move on' rough sleepers, in public areas or on private property.<br><br>The Town will make contact with the property owner to alert them to the rough sleeper.<br><br>Any action taken is at the discretion of the property owner. |
| Ranger response to left belongings | The Town's Rangers investigate left belongings as soon as possible. If unattended Rangers will leave information on local support services, and a sticker advising that the items will be removed in 48 hours. |

### Responding to reports of rough sleeping – public areas

| | |
|---|---|
| **CRM category** | Rough sleeping – public area |
| **Action officers** | Rangers Team |

| | |
|---|---|
| **Special interest officers** | Safer Neighbourhoods Officer<br>Families, Youth and Homelessness Officer |

7. Receive internal notification of rough sleeping in a public area
8. Attend location
    a. Person/s are in attendance
        i. If evidence of illegal activity or the person/s appear violent or threatening, call 000 or 131 444 if not an emergency
        ii. Provide Support for You and Your Family brochure, and discuss local support services if appropriate
        iii. Advise that camping is not permitted, and that they will need to find alternate accommodation
        iv. If person/s indicates they need further support, contact Families, Youth and Homelessness Officer to arrange an outreach worker to attend (where available)
        v. Update CRM with action
    b. Person/s are not in attendance
        i. If evidence of illegal activity, call 000 if an emergency or 131 444 if not an emergency
        ii. If left belongings, begin left belongings process
        iii. Update CRM with action
9. Revisit location four to six days later
    a. Repeat above step
    b. Inform person/s that the Town's Rangers and the WA Police Force will attend in another four days' time to instruct they find alternate accommodate
    c. Update CRM with action
10. Drive past or re-visit location two days later to check if person/s are still in attendance
    a. Person/s in attendance
        i. Contact Safer Neighbourhoods Officer to coordinate visit with WA Police Force
        ii. Update CRM with action
    b. Person/s are not in attendance
        i. Monitor location over the next two days and contact Safer Neighbourhoods Officer if evidence of person/s still camping in the area
        ii. If left belongings, begin left belongings process
        iii. Update CRM with action
11. Attend location with WA Police Force four to eight days later (pending WA Police Force availability)
    a. Instruct person/s to leave
    b. If the person/s refuse to leave, WA Police Force to issue a notice
    c. Update CRM with action
12. Close CRM action (approx. 14-21 days)

### Responding to reports of rough sleeping – private property

| | |
|---|---|
| **CRM category** | Rough sleeping – private property |
| **Action officers** | Safer Neighbourhoods Officer |
| **Special interest officers** | Principal Environmental Health Officer<br>Principal Building Surveyor<br>Compliance Officer<br>Place Planning Team |

13. Receive internal notification of rough sleeping on private property
14. Safer Neighbourhoods Officer contacts property owner to advise of complaint and gain further information about the property
    a. Person/s have permission to be in property
        i. Update CRM and close job
    b. Person/s do not have permission to be in property, and property owner is willing to secure their property
        i. Provide advice to property owner on securing property
        ii. Ask property owner if they would like information on future planning of the area and/or development advice
            1. It yes – request relevant Place Leader call property owner
        iii. Contact WA Police Force to advise of squatting at the property
        iv. Update CRM and close job
    c. Property owner is not willing to secure their property
        i. Site visit by Safer Neighbourhoods Officer and representatives from Environmental Health, Compliance, Building and Place Planning
        ii. Photograph building, and determine whether further action needs to be taken by the Town if in a condition deemed unsafe, a risk to public health or against local laws
        iii. Update CRM with course of action determined
        iv. Complete action, update CRM and close job

### Responding to reports of left belongings

| | |
|---|---|
| **CRM category** | Left belongings |
| **Action officers** | Rangers Team |
| **Special interest officers** | Safer Neighbourhoods Officer<br>Families, Youth and Homelessness Officer |

15. Receive internal notification of left belongings
16. Attend location
    a. Person/s are in attendance
        i. Begin rough sleeper process
        ii. Update CRM with action
    b. Person/s are not in attendance
        i. If evidence of illegal activity, call 000 if an emergency or 131 444 if not an emergency
        ii. Photograph items, leave sticker notifying belongings will be impounded in 48 hours, and a Support for You and Your Family brochure
        iii. Update CRM with action
17. Revisit location 2 days later
    a. Person/s are in attendance
        i. Begin rough sleeper process
        ii. Update CRM with action
    b. Person/s are not in attendance but evidence they have attended the location in the last 48 hours
        i. Begin rough sleeper process
        ii. Update CRM with action
    c. Person/s are not in attendance and no evidence they have attended the location in the last 48 hours

i. Impound personal items and dispose remaining waste items

18. Revisit location intermittently over 7 days to find owner of the goods.
    i. Update CRM with action and close job
19. Close CRM action (approx. 7-14 days)
20. Set reminder to dispose of goods after two months

## Related documents

Policy 113 Homelessness – The Town's role

| | |
|---|---|
| **Responsible officers** | Principal Environmental Health Officer<br>Principal Building Surveyor<br>Compliance Officer<br>Place Planning Team<br>Rangers Team<br>Community Development Team<br>Customer Service Team |
| **Practice manager** | Manager Community |
| **Approval authority** | CEO |
| **Next evaluation date** | |

## Revision history

| Version | Action | Date | Authority | TRIM Reference |
|---|---|---|---|---|
| 1 | Adopted | 07/01/2021 | CEO | D21/1425 |

| | |
|---|---|
| **Policy number** | Policy 223 |
| **Policy title** | Light Vehicle Fleet Management |
| **Strategic outcomes supported** | EN5 – Appropriate and sustainable facilities for everyone that are well built, well maintained and well managed. |

## POLICY OBJECTIVE:

To ensure that processes are in place to manage the purchase, use, operation and disposal of vehicles in the Town's fleet.

## POLICY SCOPE:

This policy applies to all staff, elected members, contractors and volunteers of the Town of Victoria Park in the operation of the Town's light vehicle fleet.

## DEFINITIONS:

Nil

## POLICY STATEMENT:

The Town will retain a fleet of motor vehicles that are essential for operational requirements to service the community.

The vehicle fleet will comprise a range of suitable, safe and environmentally friendly vehicles with some flexibility in vehicle type for staff with full private use.

The relevant management practice outlines the implementation of this policy and describes the administrative processes necessary to give effect to this policy for use by the Town's officers.

### Value of Vehicles

In order to meet functional requirements of the reason for which the vehicle is being acquired it must be fit for purpose, have low whole of life costs and ensure employee benefits are equitable.

The operational needs of the Town are the primary consideration of the policy including the cost, size and vehicle specification, environmental credentials, acquisition, management/maintenance and disposal. C Suite approval is required prior to staff recruitment if there is a potential need for a vehicle.

All employees or authorised personnel must abide by their responsibilities to ensure the vehicle is used and maintained in a suitable manner as set out in the Fleet Management Practice.

## Vehicle Purchases and selection

Vehicle purchases will be in accordance with *Policy 301 Procurement* and relevant management practices and as defined in an employee's contract of employment.

A weighted assessment shall take into consideration the economic, environmental and safety aspects for a range of vehicles that meet the Town's fit for purpose requirements.

The purchase and renewal of the Town's light vehicles will be selected from the relevant State Government Fleet Acquisition Contract.

## Environmental Considerations

In order to minimise the impact of the Town's light vehicle fleet on the environment, hybrid and low emissions or alternative fuel vehicles will be considered for purchase if and where strategically practical and where budget allows.

An annual review is conducted to measure the carbon footprint of the Towns vehicles and a carbon neutral offset is purchased or delivered by the Town's operations, for example by tree-planting.

## Vehicle Disposals

The replacement of vehicles will occur on an appropriate timeline in line with usage, warranty, suitability, maintenance and cost.

The optimum replacement timing for the Town's light fleet is to be reviewed at least every 2 years, however as a general guide vehicles will be changed over no later than 5 years / 120,000 kms and no less than 3 years / 60,000 kms.

Disposals of the Town's fleet are as per the *Local Government Act 1995, Policy 304 - Disposal of disused equipment, machinery and other material* and the relevant management practice for the disposal of property, either through trade-in or auction. The most cost effective method for sale of each vehicle will be evaluated with the aim to maximise return on the Town's investment.

## Private Vehicle Use – Employee contribution rate

Town employees issued with a Town vehicle inclusive of private use conditions will pay a fortnightly contribution rate based on Rate Category A in the State Government vehicle usage rates as outlined in the Senior Officers Vehicle Scheme (SOVS). (Currently $150/fortnight).

The contribution rate is subject to annual review and amendment as determined by the Salaries and Allowances Tribunal (SAT).

Implementation of the amended contribution rate may vary for the Town's Officers subject to their employment contracts. The CEO will maintain a management practice outlining the implementation of the contribution rate.

## Allocation of Council vehicle process

Light fleet vehicles identified with low levels of operational requirements will be phased out over time (the next 3 years).

## Related Documents:

Practice 223.1 Fleet Management
Policy 301 Procurement
Policy 304 Disposal of disused equipment, machinery and other material
Town of Victoria Park Enterprise Agreement

| | |
|---|---|
| **Policy number** | Policy 203 |
| **Policy title** | Stormwater runoff containment |
| **Strategic outcomes supported** | EN2 – A safe, interconnected and well-maintained transport network that makes it easy for everyone to get around.<br>EN5 – Appropriate and sustainable facilities for everyone that are well built, well maintained and well managed. |

## POLICY OBJECTIVE:

To provide guidance on connections to the Towns stormwater drainage system.

## POLICY SCOPE:

This policy applies to the management of stormwater drainage in the Town.

## DEFINITIONS:

Nil.

## POLICY STATEMENT:

1. Except where topographical or ground conditions make it impractical and/or a piped connection to a Town stormwater drainage system is both possible and approved, all stormwater falling on private land shall be contained within that land by means of a drainage system capable of effectively preventing the discharge of runoff onto adjacent private or public property.

2. For commercial or industrial developments the owner of the property may make an application for an extension or connection to the Town's stormwater drainage system.

3. Where there is concern regarding the pollution of the stormwater generated on such a property, the stormwater must be adequately treated and retained on site.

4. In general, for residential properties, stormwater should be retained on site. However in circumstances where stormwater cannot be suitably retained a connection to Town's drainage system may be approved.

5. Any connection to the Town's stormwater drainage system is undertaken by the Town at the owner's cost.

6. Connection fees shall be in accordance with the amount shown in the Schedule of Fees and Charges contained in the annual budget.

## RELATED DOCUMENTS:

*Local Government Act 1995* s.3.25 (1) Schedule 3.1(1)

| | |
|---|---|
| **Policy manager** | Manager – Technical Services |
| **Responsible officers** | - |
| **Approval authority** | Council |
| **Next Evaluation Date** | |

## REVISION HISTORY

| Version | Approved, Amended, Rescinded or Reviewed | Date | Authority | Resolution Number | Key Changes/Notes |
|---|---|---|---|---|---|
| 1 | Approved | 12/08/1997 | Council | - | Item 14.3 |
| 1 | Reviewed | 15/08/2006 | Council | - | Item 4.1 |
| 1 | Reviewed | 09/07/2013 | Council | - | Item 10.1 |
| 1 | Reviewed | 11/08/2015 | Council | - | Item 10.1 |
| 2 | Reviewed and Amended | 20/08/2019 | Council | 148/2019 | Item 10.1 |

| | |
|---|---|
| **Policy number** | Policy 203 |
| **Policy title** | Stormwater runoff containment |
| **Strategic outcomes supported** | EN2 – A safe, interconnected and well-maintained transport network that makes it easy for everyone to get around.<br>EN5 – Appropriate and sustainable facilities for everyone that are well built, well maintained and well managed. |

## POLICY OBJECTIVE:

To provide guidance on connections from private property to the Towns stormwater drainage system with an outline of the Town's requirements.

## POLICY SCOPE:

This policy applies to the management of stormwater drainage in the Town.

## DEFINITIONS:

Annual Exceedance Probability (AEP): means the probability of an event being either equalled to or exceeded within a given year.

Permissible Site Discharge (PSD): Is the maximum rate of discharge permitted by the Town that can be accommodated by the existing downstream stormwater system.

Freeboard: Is the vertical allowance made between the design water level and some identifiable/specific point, such as a bridge, top of an embankment or finished floor levels in adjacent buildings.

## POLICY STATEMENT:

1. Where topographical or ground conditions make it impractical for a proposed development to accommodate a 1% AEP storm event (traditionally referred to as a 1 in 100 year event), an overland overflow route may be considered subject to permissible site discharge requirements having been determined by the proponent and approved by the Town.

2. Where stormwater overflow discharge from a residential or commercial property is proposed, a detailed justification is required encompassing the following documentation;
    1. Geotechnical report detailing requirements for offsite stormwater containment
    2. A comprehensive stormwater plan certified by a Hydraulic Engineer
    3. Approval from the Town's Street Improvement Business Unit.

3. Where there is concern regarding the pollution of the stormwater generated on such a property, the stormwater must be adequately treated and retained on site.

4. In circumstances where flood routing options are limited (e.g. trapped low points) and stormwater cannot be conveyed adequately from private property into the Towns road network and/or subsequent

drainage pipes, the proposed building pad shall be recommended to be designed such that stormwater will not inundate the habitable floor area during a 1%AEP storm event. Wherever possible, the building pad shall be recommended to be provided with a minimum freeboard of 300mm.

5. Any civil works required to accommodate an overflow discharge into the Town's stormwater drainage system shall be undertaken by the proponent at their expense.

## RELATED DOCUMENTS:

*Local Government Act 1995* s.3.25 (1) Schedule 3.1(1)

| | |
|---|---|
| **Policy manager** | Manager – Technical Services |
| **Responsible officers** | - |
| **Approval authority** | Council |
| **Next Evaluation Date** | |

## REVISION HISTORY

| Version | Approved, Amended, Rescinded or Reviewed | Date | Authority | Resolution Number | Key Changes/Notes |
|---|---|---|---|---|---|
| 1 | Approved | 12/08/1997 | Council | - | Item 14.3 |
| 1 | Reviewed | 15/08/2006 | Council | - | Item 4.1 |
| 1 | Reviewed | 09/07/2013 | Council | - | Item 10.1 |
| 1 | Reviewed | 11/08/2015 | Council | - | Item 10.1 |
| 2 | Reviewed and Amended | 20/08/2019 | Council | 148/2019 | Item 10.1 |

| | |
|---|---|
| **Policy number** | Policy 202 |
| **Policy title** | Directional signs |
| **Strategic outcomes supported** | EN2 – A safe, interconnected and well-maintained transport network that makes it easy for everyone to get around. |

## POLICY OBJECTIVE:

To provide guidance on the provision, erection and maintenance of directional signs within road reserves.

## POLICY SCOPE:

This policy applies to directional signs within the Town.

## DEFINITIONS:

Nil.

## POLICY STATEMENT:

1. Requests for directional signs within road reserves will be approved for applications received from hospitals, churches, community centres, and non-commercial sporting and community facilities.

2. Approval maybe granted for the erection of directional signs to hospitals, police stations, Universities or technical colleges, schools, churches and places of worship, major sporting organisations or facilities, major tourist attractions or facilities and non-commercial sporting and community facilities only at the applicant's expense and subject to the following conditions:

    a. Not more than three (3) signs are erected on nearby arterial or district distributor roads, or as determined by the Town, except in the case of hospitals admitting emergency patients, when additional signs may be erected with approval;
    b. No sign causing or is likely to cause a traffic hazard or undue distraction to motorists;
    c. Directional signs to shopping precincts are permitted for district, neighbourhood and local centres;
    d. Hospital signs displays the name of the Hospital;
    e. Each sign is to be of the standard colours consisting of a white legend on blue background or where applicable conforming to Australian Standards;
    f. Signs must not adversely affect in any way the effectiveness of traffic control devices, confuse drivers by indicating a direction which they may have difficulty in following or distracting drivers' attention either as individual signs or by clutter;
    g. Each message must be short, clear, unambiguous and give systematic preparation for decisions. The letter size and the total sign should be sufficiently large so as to be readily recognised, having regard to its location and the vehicle operating speeds;
    h. Signs individually approved under previous policies will be permitted to remain, but no replacement is to be permitted if the signs are not in conformity with current policy; and
    i. All requests are to be submitted in writing and include:

i. The exact wording requested on the signs;
ii. The number and location(s) where the sign(s) are to be erected;
iii. Suggestions as to which existing structure or pole the sign could be mounted.

3. All signs purchased and erected by the Town are to be maintained and replaced at the expense of the applicant.

4. The cost per sign shall be in accordance with the amount shown in the Schedule of Fees and Charges contained within the Annual Budget.

## RELATED DOCUMENTS:

Nil.

| | |
|---|---|
| **Policy manager** | Manager – Technical Services |
| **Responsible officers** | - |
| **Approval authority** | Council |
| **Next Evaluation Date** | |

## REVISION HISTORY

| Version | Approved, Amended, Rescinded or Reviewed | Date | Authority | Resolution Number | Key Changes/Notes |
|---|---|---|---|---|---|
| 1 | Approved | 12/08/1997 | Council | - | Item 14.3 |
| 1 | Reviewed | 15/08/2006 | Council | - | Item 4.1 |
| 1 | Reviewed | 09/07/2013 | Council | - | Item 10.1 |
| 1 | Reviewed | 11/08/2015 | Council | - | Item 10.1 |
| 2 | Reviewed and Amended | 20/08/2019 | Council | 148/2019 | Item 10.1 |

| | |
|---|---|
| **Policy number** | 105 |
| **Policy title** | Advocacy |
| **Strategic outcomes supported** | CL 8 – Visionary civic leadership with sound and accountable governance that reflects objective decision making |

## Policy objective:

The objective of the Community Advocacy Policy is to establish a set of corporate actions and accountabilities that serve to facilitate an ongoing integrated, efficient and transparent approach in the identification of advocacy projects for major programs and infrastructure considered to be critical in pursuing the strategic vison and mission of the Town of Victoria Park.

## Policy scope:

This Policy applies to all elected members and officers of the Town of Victoria Park

## Policy definitions:

In this Policy:

**Advocacy Project** means a discrete project identified and endorsed by the Council as part of the process defined in this policy;

**Annual Advocacy Program** means a dynamic plan formulated by the CEO and endorsed by the Council that identifies Advocacy Projects and summarises the Town's advocacy effort for a particular year;

**CEO** means Chief Executive Officer;

**Council Workshop** means a workshop referred to in Council Policy 051, "Agenda Briefing, Concept Briefing and Workshops";

**Town** means Town of Victoria Park.

## Policy statement:

### 1. Legislative basis

Section 1.3 (3) of the Local Government Act 1995 provides that:

*"In carrying out its functions a local government is to use its best endeavors to meet the needs of current and future generations through an integration of environmental protection, social advancement and economic prosperity".*

The responsibility conferred by this section is considered to include the Council advocating for those services, programs and facilities whose absence or ineffectiveness is impeding the environmental protection, social advancement or economic prosperity of the community.

## 2. Advocacy in a Local Government Context

Local governments play an important role in advocating for their communities on issues. This includes issues that are often outside of the scope or capacity of normal local government operations and activities. Whilst the subject matter of an Advocacy Project may fit in to this "non-core business" category, it remains the fact that the actual act of advocacy is itself a key responsibility of a local government.

In advocating for its community, the Town is to:

a) Identify critical gaps in services, programs and infrastructure, typically those outside their financial capacity or the core functions;
b) develop meaningful and sustainable solutions which address these gaps, and which are endorsed by the community and stakeholder groups, sanctioned by empirical evidence and aligned to the strategic vision and mission of the Town; and
c) negotiate and influence decision makers to support, endorse and accede to implementing or funding these identified solutions.

## 3. Criteria for Advocacy Projects

Advocacy Projects are projects where the Town can clearly demonstrate that the Town does not have the financial capacity, the organisational capability or the jurisdictional responsibility to provide or to administer.

Examples of Advocacy Projects are:

*Economic: Major transport infrastructure projects such as grade separation or intersection realignment of Main Roads WA classified roads, new railway stations, access to job creation programs, attracting major employer-based industries, provision of high-capacity data highways etc.*

*Social: New or upgraded schools, community health facilities, targeted and effective homelessness and rough sleeping services, effective and visible police services, domestic violence support services.*

*Environmental: Carbon emissions reduction, wastewater reuse schemes, significant heritage building restoration and protection, urban tree canopy promotion etc.*

To ensure that adequate organisational resources can be applied to effectively prosecute the Annual Advocacy Program, the number of identified projects should be limited to no more than 5 unless extraordinary circumstances exist.

## 4. Setting the Annual Advocacy Program

As a general principle, Advocacy Projects are to be endorsed by the Council annually. Extraordinary circumstances might require a more urgent review.

A Council Workshop is to be convened in November of each year where attendees are to consider endorsing new Advocacy Projects, retaining or deleting existing Advocacy Projects and monitor progress made with the previous year's Advocacy Program.

Following the Council Workshop, the CEO is to prepare a draft Annual Advocacy Program for endorsement by the Council at the next practically available council meeting reflecting the outcomes of the workshop.

The Annual Advocacy Program is to provide details of each agreed Advocacy Project including:

a) the identified problem and proposed solution;
b) intended courses of advocacy action over the forthcoming year;
c) the resources required; and
d) identified lead personnel.

**5. Implementing the Annual Advocacy Program**

The CEO and Mayor are to make every reasonable effort to implement the Annual Advocacy Program within the resources made available to them.

The Council is to give consideration to the Annual Advocacy Program when allocating resources in the annual budget process and ensure that travel, accommodation and other expenses are made available so as the Mayor and CEO can reasonably facilitate the effective implementation of the Annual Advocacy Program.

A quarterly written progress report on the implementation of the Annual Advocacy Program is to be provided by the CEO in accordance with intent of Council Resolution 16/12/2019.

It is acknowledged that success in the pursuit of Advocacy Projects rests, typically, with external decision makers amid a competing array of stakeholder groups and interested parties. Therefore, the completion of the agreed actions contained within the Annual Advocacy Program should be used as a reasonable indicator of performance given that complete satisfaction of the ultimate advocacy goal might never be realised.

## Related documents

*Insert links to any related acts, regulations, local laws, policies or management practices.*

| | |
|---|---|
| **Responsible officers** | |
| **Policy manager** | *CEO*<br>*Manager Stakeholder Relations* |
| **Approval authority** | Council |
| **Next evaluation date** | *This will be set by Governance* |

## Revision history

| Version | Action | Date | Authority | Resolution number | Report number |
|---|---|---|---|---|---|
| 1 | Adopted | | Council | | |

## Schedule 1

*Policy schedules should only be used very rarely to set out matters that cannot be easily included in a policy statement but also cannot go into a management practice. An example could be a flow chart relating to a policy.*

# Town of Victoria Park
# Report to Audit & Risk Committee
For the year ended 30 June 2020



# Introduction

## To the Audit & Risk Committee of the Town of Victoria Park

We are pleased to have the opportunity to meet with you on 19 April 2021 to discuss the status and results to-date of our audit of the Town of Victoria Park ("the Town"), as at and for the year ended 30 June 2020.

This report should be read in conjunction with our audit plan for the year ended 30 June 2020. We will be pleased to elaborate on the matters covered in this report when we meet.

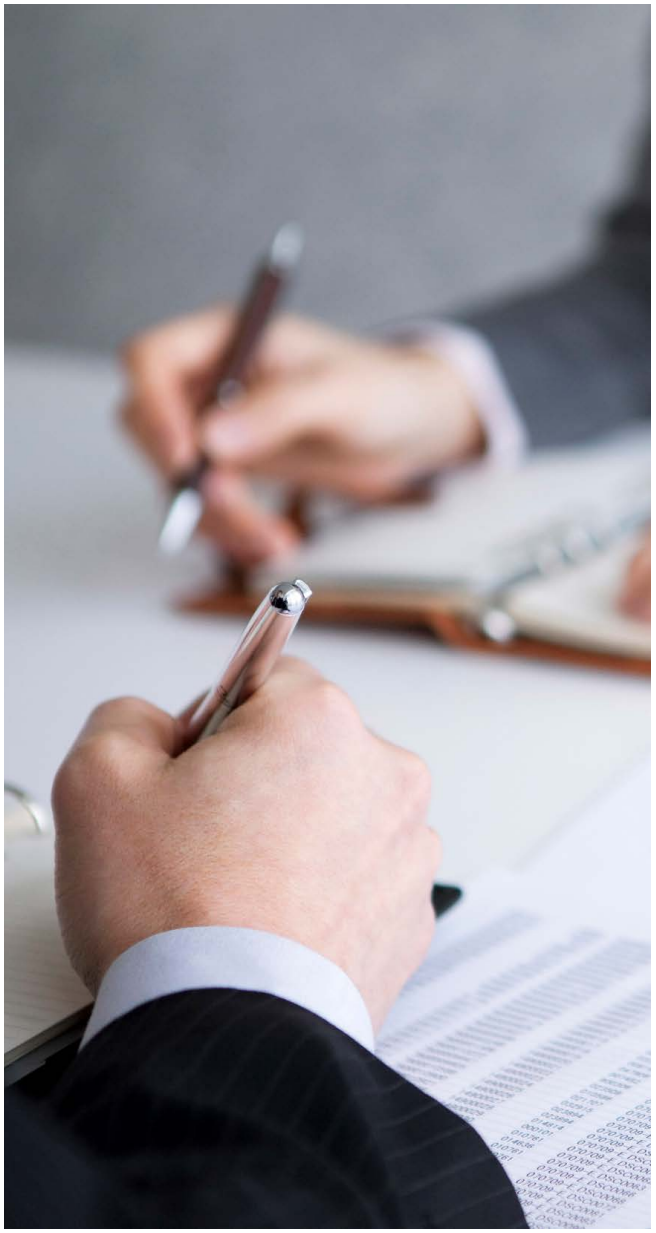
Our audit is substantially complete, with outstanding matters noted on page 3 of this report yet to be satisfactorily resolved.

We draw your attention to the important notice on page 18 of this report, which explains:

- the purpose of this report; and
- limitations on work performed;
- restrictions on distribution of this report.

We would like to thank management for their continuing assistance during the audit process.

Matthew Beevers
*Partner*



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# Executive summary

## Key focus areas

| | Page ref. |
|---|---|
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| Existence and valuation of Infrastructure Assets | 5 |
| Revenue – rates, fees, charges, operating grants and subsidies | 6 |
| Investment in TPRC and MRC | 7 |
| Contracts and procurement | 8 |
| Cash and cash equivalents | 9 |
| Personnel costs and related liabilities | 10 |
| Financial Ratios | 11 |

## Audit misstatements

Please refer to page 13 for details on the corrected and uncorrected audit misstatements identified.

## Outstanding matters

In order to finalise our work, we require the following:

- Finalisation of accounting positions relating to Land and infrastructure valuations
- Finalisation of the audit of the Town's Statement of Cash Flows
- Finalisation of the FY2020 Interim management letter
- Final review of the updated financial statements
- Receipt of signed financial statements declaration and certification
- Receipt of signed management representation letters
- Subsequent events procedures
- Final clearance comments of the Audit & Risk Committee of matters contained in this report.

## Fraud

We have not identified any instances of material fraud through our audit procedures.

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# Audit Focus Areas

## 01 Existence and valuation of Fixed Assets

**Summary**

Our audit response to the existence and valuation of fixed assets comprises a fully substantive approach.

We consider this an audit focus area due to:

- Valuation methodology and assumptions can be complex and judgmental
- Significant volume of individual assets

| Balance | FY20 | FY19 |
|---|---|---|
| Fixed assets | $259,169,273 | $669,420,031 |

### Our controls approach

None planned.

### Our substantive approach

- Performed a roll forward of the fixed asset register for FY2020.
- Reviewed the current independent valuations for the Council's land and buildings.
- On a sample basis, selected fixed asset additions confirming their existence and agreeing to supporting documentation.
- Reviewed management's fair value assessment for fixed assets held at 30 June 2020.
- Performed substantive analytical procedures over the depreciation expense for the year.

### Matters for note

A revaluation decrement of $407.3 million has been recorded in Other Comprehensive Income for the year ended 30 June 2020, based on the Independent valuation undertaken by Griffin. KPMG's property valuation specialist considered the findings of the Town's valuation expert and we accept these as reasonable.

The significant valuation decrement principally arises due to differences in valuation methodology applied to the effect of zoning and other restrictions of title in relation to the Town's land assets.

The OAG is currently considering whether the appropriateness of accounting for this decrement as a revision of estimate in the FY2020 year and through Other Comprehensive Income.

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# Audit Focus Areas

## 02 Existence and valuation of Infrastructure Assets

**Summary**

Our audit response to the existence and valuation of infrastructure assets comprises a fully substantive approach.

We consider this an audit focus area due to:

- Valuation methodology and assumptions can be complex and judgmental
- Significant volume of individual assets

| Balance | FY20 | FY19 |
|---|---|---|
| Infrastructure | $266,523,200 | $232,703,706 |

### Our controls approach

None planned.

### Our substantive approach

- Performed a roll forward of the infrastructure asset register for FY2020.
- Reviewed the current year independent valuations for the Council's infrastructure assets.
- On a sample basis, selected infrastructure asset additions confirming their existence and agreeing to supporting documentation.
- Reviewed management's fair value assessment for infrastructure assets held at 30 June 2020.
- Performed substantive analytical procedures over the depreciation expense for the year.

### Matters for note

The Town's infrastructure assets were independently valued by Griffin and Talis during the year ended 30 June 2020, with material uplifts particularly for Roads and Pathways. KPMG's asset valuation specialist considered the findings of the Town's valuation experts and we note that valuations undertaken by Griffin do not include in the estimation of replacement cost, the cost of removal and disposal, whereas valuations undertaken by Talis, do include amounts in relation to these items.

We understand that Talis have advised management that the cost of removal and disposal accounts for approximately 20% of the replacement cost estimate for Roads and Pathways.

The OAG is currently considering the appropriateness of including the costs of removal and disposal in estimating the replacement cost of infrastructure assets.

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# Audit Focus Areas

## 03 Revenue - rates, fees, charges, operating grants and subsidies

**Summary**

Our audit response to the revenue – rates, fees, charges, operating grants and subsidies comprises controls and substantive testing.

We consider this an audit focus area due to:

• High volume of transactions and varying revenue/income streams that management are required to process accurately

•Accounting for operating and non-operating grants is complex under the AASB 1058 and AASB 15 frameworks

| Balance | FY20 | FY19 |
|---|---|---|
| Rates | $46,943,703 | $46,436,093 |
| Fees and charges | $8,095,719 | $9,664,339 |
| Operating grants and subsidies | $4,046,472 | $1,993,361 |
| Non-operating grants and subsidies | $6,679,123 | $1,367,729 |

### Our controls approach

– Council approval of rates and charges for FY20.

### Our substantive approach

- Reviewed the Town's rates policy for FY20.
- For a sample of rates revenue, recalculated the rates charged and ensured the correct rates were used, rates were accurately charged and the rates were received by the Town.
- Focused cut-off testing around financial year end to ensure revenue was recorded in the correct period.
- Agreed a sample of fees and charges to supporting documentation and bank statements.
- Agreed grants received to the grant agreement and bank statement.
- Reviewed the Town's assessment of the impact of the new Accounting Standards, AASB 15 and AASB 1058.

### Conclusion

Based on the audit procedures performed, other than a mis-statement in relation to the 2017 grant agreement between the Town and DSR, where in our view grant income should be recognised as received, there are no reportable misstatements are noted.

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# Audit Focus Areas

## 04 Investments accounted for under the equity method

**Summary**

Our audit response to the investments in TPRC and MRC comprises a fully substantive approach.

We consider this an audit focus area due to:

• Valuation methodology and assumptions can be complex and judgmental

• Disclosure requirements can be onerous and subject to error inaccuracies

| Balance | FY20 | FY19 |
|---|---|---|
| Investment in TPRC | $3,908,325 | $3,809,341 |
| Investment in MRC | $5,685,075 | $5,878,911 |

### Our controls approach

– None planned

### Our substantive approach

- Performed a roll forward of the investments for FY2020.
- Recalculated the Town's share of net assets and profits accounted for under the equity method of accounting for the year ended 30 June 2020.
- Considered the accounting for the Town's continuing obligations and residual interest in assets.

### Conclusion

Based on the audit procedures performed, no reportable misstatements are noted.

We note that in addition to the Town's interest in the net assets of TPRC, it also directly accounts for certain land assets it has a direct interest in but for which certain development and sale activities are performed by TPRC on its behalf. These assets are now disclosed as inventory, in accordance with the requirements of AASB 102 Inventories, para 8.

We recommend that the Town continues to co-ordinate with the other TPRC participants to ensure consistency in accounting be applied to TPRC.

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# Audit Focus Areas

## 05 Contracts and Procurement

**Summary**

Our audit response to the contracts and procurement comprises controls and substantive testing.

We consider this an audit focus area due to:

• High volume of transactions that management are required to process accurately

| Balance | FY20 | FY19 |
|---|---|---|
| Total operating expenditure | $61,470,186 | $53,961,195 |

### Our controls approach

– Review of authorisation of Purchase Orders in line with the Town's Delegation of Authority.
– Review of authorisation of Purchase Orders in line with the Town's Procurement Policy.

### Our substantive approach

- Reviewed the Town's procurement policy.
- On a sample basis for expenditure, agreed payments made to supporting documentation and sighted authorisation of such payments in line with the Town's Delegation of Authority.
- On a sample basis for expenditure, agreed payments were made in accordance with the Town's Procurement Policy.
- Performed a search for unrecorded liabilities at year end.
- Reviewed the Town's assessment of the impact of the new Accounting Standard, AASB 16 Leases.

### Conclusion

Based on the audit procedures performed, no reportable misstatements are noted.

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# Audit Focus Areas

## 06 Cash and cash equivalents

**Summary**

Our audit response to cash and cash equivalents comprises a fully substantive approach.

We consider this an audit focus area due to:

• High volume of transactions of significant value

| Balance | FY20 | FY19 |
|---|---|---|
| Cash and cash equivalents | $45,086,829 | $50,512,621 |

### Our controls approach

– None planned.

### Our substantive approach

- Reviewed the year end bank reconciliations and agreed to bank confirmations.
- Vouch term deposits to confirmations and consider appropriateness of classification.

### Conclusion

Based on the audit procedures performed, no reportable misstatements are noted.

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# Audit Focus Areas

## 07 Personnel costs and related liabilities

**Summary**

Our audit response to the personnel costs and related liabilities comprises a largely substantive approach.

We consider this an audit focus area due to:

•High volume of transactions that management are required to process accurately

•Existence and accuracy of payroll related costs

| Balance | FY20 | FY19 |
|---|---|---|
| Employee costs | $22,980,033 | $22,942,658 |

### Our controls approach

– Authorisation and approval of pay run payments.

### Our substantive approach

- Performed a reconciliation between the payroll and trial balance as at 30 June 2020, including related payroll liabilities.
- For a statistical sample selected, verified payments made to employees by agreeing these to employment contracts, payslips and the payroll.
- Performed testing over the reasonableness of the annual leave and long service leave provisions as at 30 June 2020.

### Conclusion

Based on the audit procedures performed, no reportable misstatements are noted.

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# Audit Focus Areas

## 08 Financial ratios

**Summary**

We reviewed the financial ratios presented by the Town for the year ended 30 June 2020.

| Ratio | FY20 | FY19 | FY18 | Significant Adverse Trend? |
|---|---|---|---|---|
| Current Ratio | 1.53 | 1.44 | 1.30 | No |
| Asset Sustainability Ratio | 0.84 | 0.62 | 0.72 | Yes |
| Debt Service Cover Ratio | (0.44) | 6.07 | 4.85 | No |
| Operating Surplus Ratio | (0.19) | 0.11 | 0.10 | No |
| Own Source Revenue Coverage Ratio | 0.79 | 1.07 | 1.01 | No |
| Asset Consumption Ratio | 0.71 | 0.73 | 0.75 | No |
| Asset Renewal Funding Ratio | 1.06 | 1.01 | 0.99 | No |

### Our approach

- Reviewed the ratios presented by the Town for the year ended 30 June 2020.
- Assessed the mathematical accuracy of the financial ratios.
- Recalculated the financial ratios prepared by the Town.
- Reviewed the Town's comments to ensure consistency with our understanding obtained during the audit.
- Verified the accuracy of the restatement of ratios for the matters noted in the restatement to the financial statements.
- Assessed whether any ratios constituted a significant adverse trend in accordance with the OAG guidance.

### Conclusion

Based on the audit procedures performed, except for the adverse trends noted above, no reportable misstatements are noted.

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# Audit Misstatements

We assess audit misstatements under the income statement method. The income statement method considers the effect of uncorrected prior-period misstatements from an income statement perspective and uncorrected misstatements are quantified as the amount by which the current period income statement is misstated, after considering the reversing and correcting effects of uncorrected prior-period misstatements.

### Corrected misstatements

We will update the ARC on this matter once the outstanding matters noted are finalised.

### Uncorrected misstatements

We will update the ARC on this matter once the outstanding matters noted are finalised.

### Omissions and Errors in Presentation and Disclosures

We have not identified any material omissions or errors in presentation and disclosures in the financial report.

In the course of our review of the financial statements we made a number of recommendations in relation to presentation matters.



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# Auditor's Independence

We have strict rules and protocols to maintain our independence from Town of Victoria Park, including annual training and an annual staff declaration.

## Safeguard

Non-audit services did not involve partners or staff acting in a managerial or decision making capacity, or involve the processing or originating of transactions.

Non-audit services were only provided where we were satisfied that they did not impact on our auditor independence.

Partners and staff involved in the provision of non-audit services obtained approval from the lead engagement partner to deliver the service.

## Non audit services

No non-audit services have been performed during or subsequent to the year ended 30 June 2020.

## Breaches

The APESB Code of Ethics for Professional Accountants ("the Code") requires us to communicate to you any breaches of the independence requirements of the Code.

On the rare instance of a significant breach of the Code, we will report our conclusions to you on the actions to be taken, or already taken within three working days. We will report less significant breaches in the Year-end Report to the Audit Risk Committee.

We confirm that as at the date of this report, no such breaches have been identified.

## Conclusion

We confirm that, as at the date of this report, we have complied with the ethical requirements regarding independence.

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# KPMG Thought Leadership

## The Role of Those Charged With Governance




A great deal has been said recently about the board's role, and whether it is sufficient for directors to look after shareholder/owners' interests, or if there is a need for them to engage more broadly and embrace societal accountabilities.

KPMG and the AICD undertook a survey to seek insight from directors about some of the issues that they feel are shaping the way they govern their organisations.

## Inclusion & Diversity Report 2018/19




Inclusion & Diversity is an integral part of how we conduct our business, not only within our organisation but also with our clients. Inclusion is about all of us, diversity is about each of us.

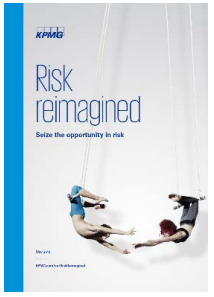
## Impact on your community



Creating and retaining a position of trust amongst community stakeholders has never been more important, or indeed complex, for corporate Australia.

In today's environment, the impact that a company – its people, products and services – has on the community in which it operates is under constant public scrutiny.

## Risk Reimagined – evolving risk management




In a rapidly changing global landscape, emerging risks are affecting businesses more than ever before. Managing risk should create sustainable value if it is viewed as a process that helps management achieve its business goals.

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# Required communications with the Committee

| Type | | Response |
|---|---|---|
| **Our draft management representation letter** | OK | We have not requested any specific representations in addition to those areas normally covered by our standard representation letter for the year ended 30 June 2020. |
| **Related parties** | OK | There were no significant matters that arose during the audit in connection with the entity's related parties. |
| **Other matters warranting attention by those charged with governance** | OK | There were no matters to report arising from the audit that, in our professional judgement, are significant to the oversight of the financial reporting process. |
| **Control deficiencies** | OK | Refer to management letter issued for control deficiencies noted. |
| **Modifications to auditor's report** | OK | None. |
| **Actual or suspected fraud, non-compliance with laws or regulations or illegal acts** | OK | No actual or suspected fraud management, employees with significant roles in internal control, or where fraud results in a material misstatement in the financial statements was identified during the audit. |

| Type | | Response |
|---|---|---|
| **Significant difficulties** | OK | No significant difficulties were encountered during the audit. |
| **Disagreements with management or scope limitations** | OK | The engagement team had no disagreements with management and no scope limitations were imposed by management during the audit. |
| **Other information** | | This is to be completed once the preparation of the annual report is completed. |
| **Breaches of independence** | OK | No matters to report. The engagement team and the firm have complied with relevant ethical requirements regarding independence. |
| **Accounting practices** | OK | Over the course of our audit, we have evaluated the appropriateness of Town of Victoria Park's accounting policies, accounting estimates and financial statement disclosures. In general, we believe that these are appropriate. |
| **Significant matters discussed or subject to correspondence with management** | OK | The significant matters arising from the audit were discussed with management and included within this Report. |

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# Important notice

This report is presented under the terms of our audit engagement letter.

— Circulation of this report is restricted.

— The content of this report is based solely on the procedures necessary for our audit.

## Purpose of this report

This Report has been prepared in connection of our audit of the financial statements of the Town of Victoria Park (the "Town"), prepared in accordance with the Australian Accounting Standards ('AASBs') as at and for the year ended 30 June 2020. This report also covers the associated compliance related opinions and the financial ratios.

This Report has been prepared for those charged with governance, whom we consider to be the Audit & Strategic Finance Committee, in order to communicate matters of interest as required by ASAs (including ASA 260 Communication with Those Charged with Governance), and other matters coming to our attention during our audit work that we consider might be of interest, and for no other purpose. The Audit & Strategic Finance Committee should not assume that reports from us indicate that there are no additional matters they should be aware of in meeting their responsibilities.

This report summarises the key issues identified during our audit but does not repeat matters previously communicated to you.

## Limitations on work performed

This Report is separate from our audit report and does not provide an additional opinion on the Town's financial statements, nor does it add to or extend or alter our duties and responsibilities as auditors.

We have not designed or performed procedures outside those required of us as auditors for the purpose of identifying or communicating any of the matters covered by this Report.

The matters reported are based on the knowledge gained as a result of being your auditors. We have not verified the accuracy or completeness of any such information other than in connection with and to the extent required for the purposes of our audit.

## Restrictions on distribution

The report is provided on the basis that it is only for the information of those charged with governance of the Town's; that it will not be quoted or referred to, in whole or in part, without our prior written consent; and that we accept no responsibility to any third party in relation to it.

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To the extent permissible by law, KPMG and its associated entities shall not be liable for any errors, omissions, defects or misrepresentations in the information or for any loss or damage suffered by persons who use or rely on such information (including for reasons of negligence, negligent misstatement or otherwise).

Designed by Australian Creative Services | ACS098561



2019–2020

# Annual Report

Town of Victoria Park



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WE'RE OPEN
VIC PARK

# Introduction

As one of Australia's fasted growing metro areas, the Town of Victoria Park has transformed in recent years into a highly desirable inner-city location set apart by its multitude of offerings for residents, including its proximity to the CBD, access to the Swan River foreshore and the entertainment precinct of Burswood Peninsula.

It has seen increased mixed-use living opportunities, well designed transient-oriented development along its heritage train line and already boasts the Albany Highway strip with more than 300 pubs, cafés and restaurants, not to mention the appearance of small, boutique bars and microbreweries that also continue to pop up.

Under our Strategic Community Plan 2017 –2032 we have been focused on keeping our community connected, while also preparing for population growth, set to double in the next 30 years. This 'connectedness' was proven to be more needed than ever at the start of 2020, amid the challenges of the COVID-19 global pandemic.

Vic Park continues to gradually become a premier place for entertainment and entrepreneurship, but also aims to be greener, more sustainable and more liveable, as evidenced by our Economic Development and Urban Forest Strategies, and soon to be introduced Place Plans.

Town social infrastructure also needs to keep pace with population growth, while we purposefully remain committed to retaining the close-knit community vibe, we know residents, and visitors to the Town love.

The Town plays host to major events and attractions with strategic partners, including Optus Stadium, Curtin University, the West Coast Eagles, Technology Park, Perth Racing WA, Crown Perth, Burswood Park Board and Tennis West.

We've learned collaborating and working in partnership is key to achieving great outcomes for the community as whole, as it grows so rapidly, and will continue to be critical to our success as we move into future years with a COVID recovery mindset.

# Who We Are

**36,962**
estimated residents in 2019 with the largest age group between 25 to 29 years old.

**40%**
of people living in Vic Park were born overseas, compared to 36.1% in Greater Perth.

**1,132**
of people living in Vic Park are over the age of 85.

**29%**
of people living in Vic Park live alone, while 25.6% are couples without children and 20.4% are couples with children.

**63%**
of people work full time while 35% work part-time.

**47.8%**
of dwellings in Vic Park are medium or high density, compared to 25% in Greater Perth.

# Our Vision: A dynamic place for everyone



We are Perth's most empowered and engaged community




We are Perth's premier place for entertainment and entrepreneurship



We lead in sustainability



We put people first in urban design and safety



We are inclusive and connected with a thriving community





# Mayor's Message

## A year of change & challenges

2019 was the Town's 25th anniversary and we celebrated in style. In October 2019, I was elected as the first female Mayor in the Town's history, and only its third mayor in 25 years. A majority in a poll of electors preferred that we remain a Town, and not become a City. Within six months, the world had changed and the Town had closed all its community facilities to the public in response to the unprecedented challenges of COVID-19.

The year saw the Town engage in significant planning for the long-term future. This included developing Master Plans for major precincts such as Edward Millen Park, Burswood Station East, Higgins Park, John MacMillan Precinct and McCallum Park Active Areas, with engaged community working groups to inform the processes. Council also approved a draft Local Planning Strategy for consent to advertise by the Western Australian Planning Commission, adopted a Public Open Space Strategy, and an Urban Forest Strategy Implementation Action Plan, as part of our strong commitment to increasing our urban tree canopy.

Following the arrival of the West Coast Eagles to their new home at Lathlain Park in July 2019, the Town launched the Community Benefits Strategy, a unique and collaborative partnership between the Town, West Coast Eagles, Wirrpanda Foundation and the Perth Football Club. This will deliver meaningful social and economic benefits to our community for decades. December 2019 saw the long-awaited completion of the Community Recreation park affectionately known as "Zone 2X" in Carlisle, with multi-use playing courts, and the first enclosed dog exercise and agility areas in the Town.

There was a major commitment to promoting the Town as a place for investment and tourism. With our many unique and diverse attractions, we delivered an Investment Prospectus and started to build an Invest Vic Park website due to be launched next financial year. We supported destination marketing via the Visit Perth website, together with state and national TV coverage on Destination WA and Our State on a Plate.

Our desire to be environmentally responsible saw the Town roll out a ban on single use plastics and polystyrene products at Town events and on Town property, and sharpen its focus on waste management with a new Strategic Waste Minimisation Plan.

The above is only a snapshot of the year that was. It is appropriate that I conclude by reflecting on our response to COVID-19, which is a credit to all. The Town and the Council worked closely and swiftly together to transition the organisation to working from home, to reimagine the way the organisation's services and programs are delivered, and most importantly, to support our community.

The Town helped local businesses through relaxation of planning conditions, free parking, business continuity advisory services, and a business support webpage. The community also benefited from a COVID-19 information webpage, and COVID-19 specific Grants to assist local charitable organisations helping the most vulnerable.

The Council promptly implemented a range of financial measures to support ratepayers, and offer certainty in the difficult times ahead by committing to no increases in rates revenue, reducing the interest and fees on instalment rates, deferring underground power charges for until 2021/22, developing a financial hardship policy and waiving certain fees, charges, and rent for not-for-profits and sporting clubs.

Recognising the long-term impact of COVID-19 was unknown, the Town and the Council worked collaboratively to develop Restart Vic Park, a response strategy to guide us in helping our community to not only survive, but to thrive on the road to recovery. This is our commitment to ensuring that Vic Park will continue to be a dynamic place for everyone.



# CEO Foreword

## *Adapting in times of crisis proves valuable*

In our third year of reporting against our Strategic Community Plan 2017-2032, the Administration continues to deliver on Council decisions and strategic objectives. This year we've seen increasing effort and outcomes of service area cross-functional collaboration, which became more evident than ever during the months where we were impacted by COVID-19.

The pandemic grew our need and ability to do this more than usual and we've benefited greatly, quickly adapting to a new operating environment which now continues. It was the catalyst for a mini digital transformation which will now inform a revised ICT Strategy.

We held a virtual ANZAC Day and Business Awards ceremony, and shifted all Community Engagement activity online, with high participation rates. We kept our customer service levels up, with no in person contact, but continued, phone, email and website use. We also kept essential services going on the street in our operations, parking and ranger services. Our Leisure Centres and Library closed, but we started sending out work out videos and online story time and e-learning tools via social media.

Internally we started all staff Zoom meetings, and rolled out Microsoft Teams to all staff to allow for full time working from home for those that could. We created more e-learning and micro-learning modules via our Intranet. We also focused on staff who were left without meaningful work, redeploying them to essential areas, so as many people as possible stayed gainfully employed.

Strategically the Town and Council collaboratively developed our Restart Vic Park Strategy and COVID Action Plan in a truly collective fashion with the community's needs at heart. I'm extremely proud of the Town's response during this crisis and all the people across the business that worked tirelessly to get us through it.

At the start of the year we committed to developing our leaders with training offered to Managers and Service Area Leaders through the Australian Institute of Management Western Australia (AIMWA). They undertook a six-month program focused cross-functional relationships and developing their knowledge base in a number of leadership competency areas.

We have continued the roll out of our Brand Refresh with more evolutions of the brand across various applications including our website and various subsites and frontline staff uniforms.

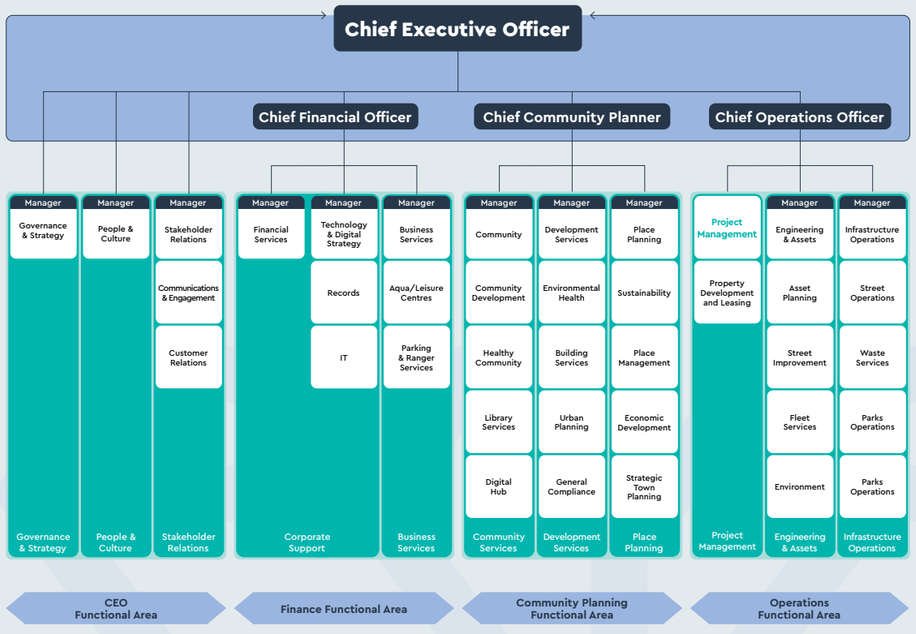
We conducted a Community Perception Survey with outstanding results in areas of customer service, keeping the community informed, library and information services, festivals and events and bulk waste collections. We also heard from survey respondents we need improve in the areas of safety, parking, wayfinding and lighting. Overall when benchmarked across the local government sector, we ranked third.

We delivered our biggest capital works program in many years with additional planning within our COVID Recovery Strategy being completed to further expand the capital works program over the next three years. of what the organisation has achieved in 2019-2020.

Looking back on a challenging year, with a high volume of planned and unplanned activity, again I couldn't be prouder of what the organisation has achieved in 2019-2020.



# Organisational Structure 2019 - 2020






# Your Councillors & Wards






**Mayor Karen Vernon**
0407 448 336
kvernon@vicpark.wa.gov.au
Term expires: Oct. 2023

## BANKSIA WARD



**Cr. Claire Anderson**
0416 199 745
canderson@vicpark.wa.gov.au
Term expires: Oct. 2023



**Wilfred Hendriks**
0403 121 543
whendriks@vicpark.wa.gov.au
Term expires: Oct. 2023

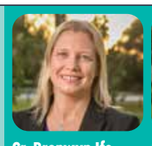


**Cr. Luana Lisandro**
0406 825 806
llisandro@vicpark.wa.gov.au
Term expires: Oct. 2021



**Cr. Ronhhda Potter**
0449 730 493
rpotter@vicpark.wa.gov.au
Term expires: Oct. 2021

## JARRAH WARD



**Cr. Bronwyn Ife**
0419 942 944
bife@vicpark.wa.gov.au
Term expires: Oct. 2021



**Cr. Jesvin Karimi**
0412 047 447
jkarimi@vicpark.wa.gov.au
Term expires: Oct. 2023



**Cr. Brian Oliver**
0435 229 317
boliver@vicpark.wa.gov.au
Term expires: Oct. 2021



**Cr. Vicki Potter**
0433 704 140
vpotter@vicpark.wa.gov.au
Term expires: Oct. 2023

# Elected Members Meeting Attendance
# 1 July 2019 - 30 June 2020

| Committee/ Council Meeting | Members | Ordinary Meetings Held | Ordinary Meetings Present | Special Meetings Held | Special Meetings Present |
|---|---|---|---|---|---|
| Council | Mayor Vaughan | 4 | 4 | 0 | 0 |
| | Cr Ammons Noble | 11 | 4 | 0 | 0 |
| | Cr Jacobs | 4 | 3 | 0 | 0 |
| | Mayor Vernon | 11 | 11 | 5 | 5 |
| | Deputy Mayor Ife | 11 | 11 | 5 | 5 |
| | Cr Anderson | 11 | 11 | 5 | 5 |
| | Cr V Potter | 11 | 10 | 5 | 4 |
| | Cr Oliver | 11 | 11 | 5 | 5 |
| | Cr R Potter | 11 | 9 | 5 | 4 |
| | Cr Hendricks | 7 | 6 | 5 | 5 |
| | Cr Karimi | 7 | 7 | 5 | 5 |
| | Cr Lisandro | 4 | 4 | 4 | 4 |
| | | | | | |
| Policy Committee | Mayor Vaughan | 8 | 7 | - | - |
| | Deputy Mayor Ife | 8 | 8 | - | - |
| | Cr Anderson | 8 | 7 | - | - |
| | Cr V Potter | 8 | 5 | - | - |
| | Cr Oliver | 8 | 8 | - | - |
| | Cr R Potter | 8 | 5 | - | - |
| | Cr Hendricks | 8 | 7 | - | - |
| | Cr Karimi | 8 | 7 | - | - |
| | Cr Lisando | 8 | 7 | - | - |

| Committee/ Council Meeting | Members | Ordinary Meetings Held | Ordinary Meetings Present | Special Meetings Held | Special Meetings Present |
|---|---|---|---|---|---|
| Chief Executive | Mayor Vaughan | 5 | 5 | - | - |
| Officer Recruitment | Deputy Mayor Ife | 5 | 5 | - | - |
| and Performance | Cr Anderson | 5 | 4 | - | - |
| Review | Cr Karimi | 5 | 4 | - | - |
| | Cr Anderson | 5 | 4 | - | - |
| | Cr V Potter | 5 | 3 | - | - |
| | Cr Karimi | 5 | 5 | - | - |
| | Cr Hendricks (Alternate) | 5 | 2 | - | - |
| | | | | | |
| Audit & Risk | Cr Ammons Noble | 2 | 2 | - | - |
| Committee | Cr Anderson | 2 | 2 | - | - |
| | Mayor Vernon | 6 | 6 | - | - |
| | Cr Oliver | 6 | 3 | - | - |
| | Cr Karimi | 4 | 4 | - | - |
| | Cr Hendricks | 4 | 4 | - | - |

# Year at a Glance

## Leisure, Library & Digital Services

- 400,000 attendances across our Leisure & Aqua Centres
- 168,930 physical items & 27,116 digital resources loaned
- 758 one-on-one digital training sessions held

## Customer Relations & Community Consultation

- 53,748 calls & 10,213 in person visits to the Town's Admin Centre
- 47,000 visits to our Your Thoughts consultation hub
- 104 engagement activities sought community involvement & 171 Development Applications sought public comment

## Events

- 40,000 attendees to the Vic Park Summer Street Party
- 22 community & civic events and 27 Arts Season Events held before COVID restrictions
- 8 Restart Vic Park gigs with 20 artists delivered

## Parking & Rangers

- 890,000 Free Parking Tickets & 15,228 infringements issued
- 12,000 Easy Park parking sessions a month
- 740 incidents involving animals, 490 Local Law issues and 370 abandoned vehicles attended

## Building, Development & Assets

- 449 planning applications processed, 146 swimming pool & spa inspections and 632 building permits issued
- 25 building renewal projects completed and 95 building audits carried out
- 7% continuing light fleet reduction

## Roads & Rubbish

- 1.45km of shared path constructed, 3 major road safety upgrade projects and
- 5 footpaths renewed
- 4 green waste pick-ups and 2 general waste pick-ups completed.
- 1,498 residents were registered as shoppers or sellers for Garage Sale Trail

## Environment

- 375 food business inspections, 873 aquatic facilities samplings & 426 temporary food permit application approvals
- 1 Single-use Plastic and Polystyrene Ban introduced
- 1659 total trees planted, 5000 shrubs & 800 trees given to community

## Internal Support Services

- 469,600 visits to the Town's website & 55 videos produced for the year.
- Over 3,200 ICT service desk issues resolved
- 65 recruitment processes and 58 new staff were on boarded.
- 94.5% Rates collected
- 416 facilitated responses to elected member information requests.



# Unearthed hidden talents: Coping in a COVID world

When the Town made the tough call to close facilities in response to COVID-19, several employees were left without meaningful work.

Over the course of the pandemic the Town created a culture of business and employment continuity, unearthing hidden talents which bolstered the delivery of essential services.

The Town created several working groups to manage the crisis, including the Business Continuity Group; a cross-functional team, tasked with ensuring continuity of the Town's core services.

As the pandemic evolved the group guided the Town's workforce through 'work from home',' return to work' and 'redeployment options' for those unable to perform their regular duties.

During this time over 20 employees expressed interest in redeployment to different service areas across Administration, Communications, Engineering, Urban Forest and Waste Services.

Janet Hercock is one employee who benefited from these opportunities. Traditionally our Functions Coordinator, Janet was redeployed to Planning and Maintenance.

"This experience motivated me to seize opportunities I wouldn't have otherwise" she said. "It became a fun-filled rollercoaster of challenges and learning experiences".

Her thoughts were echoed by Leisure team members Adrian Borthwick and Derrin Kee.

Redeployed as an Administrative Support Officer to the Town's COVID-19 Management Group, Adrian said: "redeployment provided me with a chance to apply my knowledge in different areas of the organisation, meet new people and learn new skills".

Derrin describes similar experiences, expressing his gratitude for the support and opportunity to flex his video production skills.

"I'm so grateful to be able to use and develop my passion for videography on such a wide range of projects" he said.

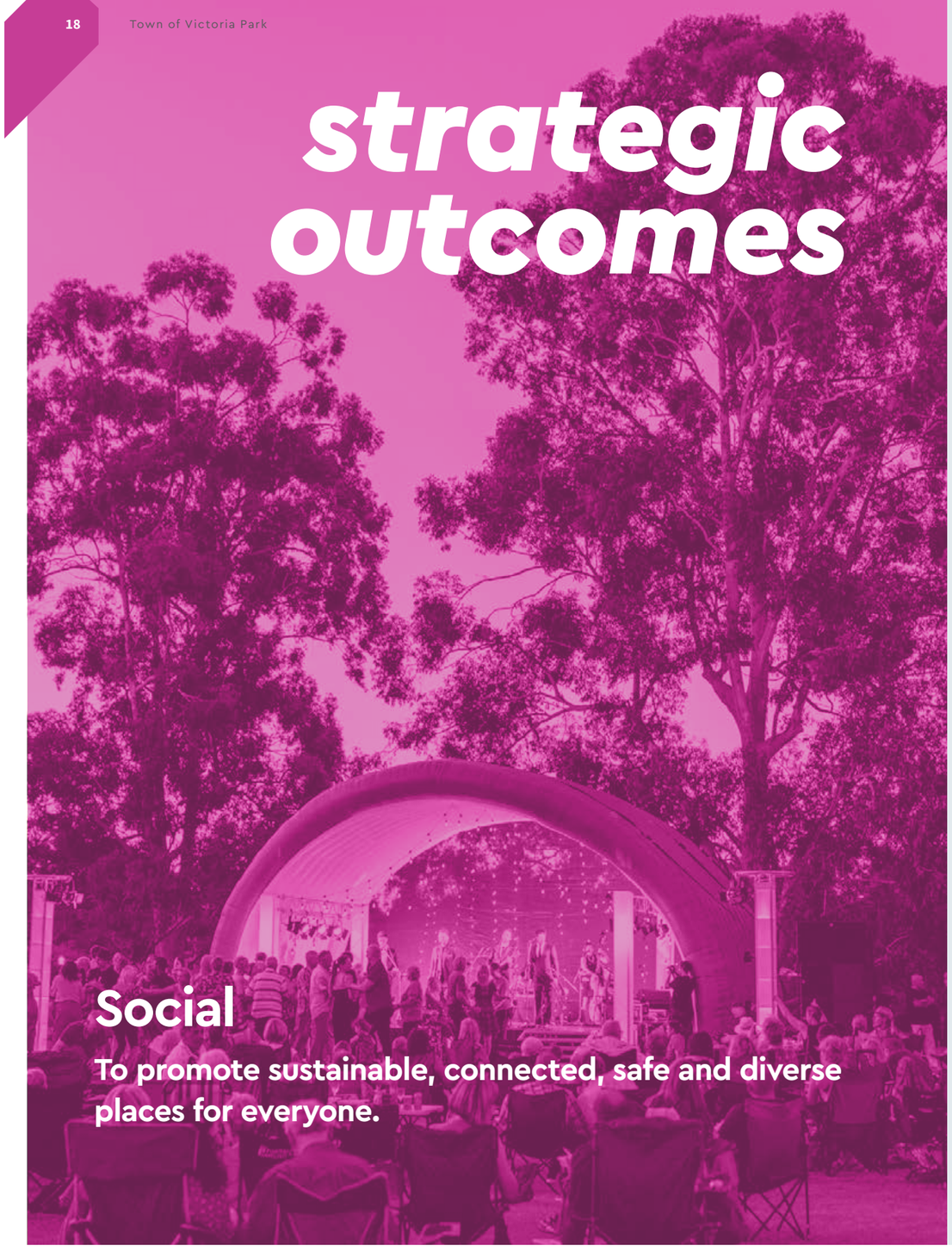
CEO Anthony Vuleta said: "The impact of COVID across the Town meant some things had to stop, but on the flipside, we've adopted new technology, several new practices and broadened flexible work options to further support our people and community on an ongoing basis – the new normal.

***"The Town has always been pretty good at adapting, and while this tested us, we are committed to continually growing from the experience with a recovery mindset, and keeping all our people gainfully employed."***



Janet Hercock and Derrin Kee.

# strategic outcomes



## Social

**To promote sustainable, connected, safe and diverse places for everyone.**



## A Healthy Community.

**The Town's Leisure and Aqua Centres provide opportunities for the community to participate in a wide range of sports, programs and services that support many social benefits.**

Core services and programs include:

- Health & Fitness – gymnasium and group fitness classes
- Learn to Swim – classes suitable for all ages and skill levels
- Team sports – Junior and Senior sports programs
- Social sports – badminton, squash
- Bingo
- Recreational swimming – lap swimming, school carnivals, swim squads.

The Leisure team worked collaboratively with representatives of the Victoria Park Swim club in successfully gaining grant funding from Sport Australia in April 2019. The grant funding was used to provide much needed upgrades to the aging outdoor 50m pool at the Aqua Centre. This project was completed June 30, 2020.

The cardiovascular equipment at the Aqua Centre was upgraded in February 2020, allowing members to experience the same quality equipment in both centres.

During the COVID-19 shutdown period, the Leisure team continued to deliver online fitness classes and general health and well-being information for the community via social media.

**The Healthy Community team rolled out a number of specific projects and programs to support this strategic outcome, including:**

- Healthy Community term programs
- Smoke-free Library and John MacMillan Park
- Mental Health Week Community Kindness initiative
- Livelighter promo and banners throughout Town
- Mental Health First Aid not-for-profit community training
- Blender bike and activity bundle bookings both internal and external
- Delivery of the internal staff wellness program.

The Healthy Community team proactively continued to provide programs and services to the community during COVID-19 closures, including creation and distribution of online resources and programs via Zoom and Facebook Live.

Survey responses following member participation in our programs are summarised in the below table.

| KPI | 19/20 Target (% average) | 19/20 Result (% average) |
|---|---|---|
| Safe: It made me feel safe and welcome. | 80 | 93 |
| Belonging: It helped me feel part of the community | 80 | 88 |
| Wellbeing: It had a positive impact on my physical health and mental wellbeing. | 80 | 91 |
| Customer satisfaction: How likely are you to recommend this program to a friend or family member? | 85 | 94 |
| Session opportunities (p/m): Number of touch points for information sharing opportunities and direct delivery to community. | 50 | 60 |

The Healthy Community team continues to partner with a number of national, state and local organisations to assist with the delivery of services and healthy messaging.

**2938**
**Members accessing both Leisure and Aqua Centres**

**51,000**
**group fitness attendances**

**64,000**
**gym attendances**

**1481**
**Swim School enrolments**

**400,000***
**attendances across Leisure and Aqua**

**582***
**total community sessions with 5,599* total community visits for programs focusing on physical activity, nutrition and mental health**

**12**
**health promotion enewsletters delivered throughout the year to just over 2,000 subscribers**

**22***
**blender bike bookings both internal and external**

**Year three of the Healthy Vic Park Plan delivered.**

*impacted with COVID-19 and facility closure

# An informed and knowledgeable community.

**The Town's Library launched the new Spydus Library Management System in September 2019. The system provides a host of benefits for library members including:**

- An enhanced online catalogue, making it easier to access the library using smartphones and tablets better options for members to manage their membership accounts, including reserving multiple items at once the ability to keep an online personalised list of books you hope to read.
- Improved access to e-books, e-audio, e-magazines and Kanopy movie streaming and online services.

We delivered nearly 400 Literacy and Learning opportunities for adults and children throughout the year. Culture Counts surveys were used to measure the value and social impact of the programs. As evaluated by participants, using standardised questions, participants provided told us:

- 87% agreed "It helped me gain new insight or knowledge"
- 89% agreed "I would recommend this to a friend"
- 91% agreed "I would come to something like this again"
- 84% agreed "It helped me feel part of the community"
- 88% agreed "It made me feel safe and welcome"

During COVID 19 the Library building was closed, however Library staff communicated with the community via social media platforms to promote the many new online initiatives and existing resources such as e-books, e-audio books, e-magazines and Kanopy movie streaming.

LibraryCraft, which is based on popular Minecraft games, Universal Class, and uLibrary were sourced. Online activities for children included school holiday activities and links to Better Beginning Storytime sessions. Online author and information presentations were also held. A selection of local story photographs were also developed into online jigsaws.

## Digital Hub

**The Digital Hub builds the digital literacy of the community through training, information, collaboration and access.**

Through one-on-one assistance, staff and volunteers helped community members with a range of topics including using smartphones and tablets, accessing the internet, setting up email, using MyGov, improving online privacy and security, and more.

In addition, monthly Tech Savvy group sessions in the Library have helped the community build their knowledge and understanding of technology topics.

Due to COVID-19, the Digital Hub was closed, Tech Savvy sessions were paused and digital literacy support was offered remotely via phone and video-conferencing. Digital Hub staff and volunteers helped the community access and use Zoom videoconferencing to stay connected.

A new Digital Literacy Program was developed, with input from the community via the "Digging into Digital" engagement. This new program will provide support to community organisations and local businesses as well as digitally excluded community members.

The value and social impact of Tech Savvy sessions was indicated by client feedback which told us:

- 91% agreed "It made me feel safe and welcome
- 92% agreed "It helped me feel part of the community"
- 93% agreed "It's important that it's happening here"
- 91% agreed "It helped me gain new insight or knowledge"
- 93% agreed "It gave me a better understanding of today's world"
- 92% agreed "It sparked my curiosity and made me want to find out more"

**168,930**
**books and other physical items loaned**

**27,116**
**e-books and other digital resources loaned**

**123,985**
**visitors**

**69**
**Literacy and Learning opportunities were held for adults, and 319 for children**

**758**
**one-on-one digital literacy training sessions held**

**33**
**group digital literacy training sessions held**






**90**
CCTV Partnerships established, providing $66,478 to the community

**58**
Security Incentive Scheme rebates, providing $9,800 to the community

**22**
Street Meet 'n' Greets registered, involving over 500 residents and community members of the Town, providing $5,488.73 to the community

**68**
organisations provided assistance or support

**3**
community-based action groups led or supported

**4**
youth engagement workshops delivered

**740**
incidents involving animals

**490**
Local Law issues

**370**
abandoned vehicles

**250**
cases of illegal dumping

# An empowered community with a sense of pride, safety and belonging.

## Safer Neighbourhoods

The Town continued to implement projects and services to address the Crime Priority Areas of the Safer Neighbourhoods Plan.

The Suburb Safety Sessions project reached out to community led crime prevention groups within the Town. The workshop held in St James was well attended and considered successful.

The ongoing programs of the Town to assist the community with crime and safety remained well received. Community participation led to the Street Meet 'n' Greet and Security Incentive Scheme programs fully allocating their funding to the community.

The Town implemented a new Community Outreach Service in June and RooForce Facility Services were chosen to provide a 13-week community outreach trial throughout the Town, focusing on the John MacMillan precinct.

## Families, Youth and Homelessness

The Town works in partnership with local organisations to improve outcomes for families, youth and vulnerable people in the community.

A key deliverable this year was the review of the Town's Homelessness Policy. A number of local organisations and over 300 community members took part in developing a new policy and implementation plan to guide the Town's actions towards ending homelessness.

The Town continued to work collaboratively on projects with a number of community-based action groups. These groups include the Healthy Relationships Strategy Group, the Family and Children Connect Vic Park network, and the Belmont/Victoria Park Emergency Relief Network.

The Town delivered four awareness raising projects including:

- Homelessness Week couch conversation and information resource
- PANDA Week morning tea
- 25 Ways to Have a Happier, Healthier Relationship initiative
- Youth Week short story competition.

## Reconciliation Action Plan

The Mindeera Advisory Group (formerly Aboriginal Engagement) confirmed three versions of Acknoledgment of Country for the Town of Victoria Park, for the following uses:

- Email signatures
- Council meetings
- Large events and functions delivered by the Town
- Large meetings

These were developed to keep a consistent and culturally accurate Acknowledgement of Country throughout the Town with a view to it being learned in Noongar language as the next step.

Local primary schools were inspired to request their teacher to create their own version of the language banners, and to research Noongar words and their translation. These projects were presented to Town staff.

Zone 2X was named Waalitj for Wedged Tail Eagle which is significant because of the park's close proximity to the West Coast Eagles building. The word Waalitj represents connection and pathways.

## Ranger Services

Throughout the Covid-19 State of Emergency, Rangers continued to provide a 24 hour / 7 day-a-week service to help ensure community safety in the areas of Animal Management and Local Law enforcement. This included supporting WA Police in monitoring adherence to Covid-19 restrictions in public spaces.

Rangers have also worked very closely with Safer Neighbourhoods and the WA Police to implement a consistent process for managing rough sleepers and camping within the Town of Victoria Park's public spaces.

As well as daily patrols of the Towns Parks and Reserves, Rangers attended; 740 incidents involving animals, 490 Local Law issues, 370 abandoned vehicles and 250 cases of Illegal Dumping.

# A place where all people have an awareness and appreciation of arts, culture and heritage.

## Arts Season

Arts Season 2020 included 27 individual events throughout March. Unfortunately, due to COVID-19 and Department of Health mass gathering restrictions, six events were unable to go ahead.

An Arts & Culture Plan was developed with over 70 survey responses, and two workshops of 30 people where community members, local creatives and businesses attended to input their thoughts.

Two new public artworks were commissioned for Lathlain as part of the public space redevelopment in Zone 2 and 2X, and a new public art handbook for developers was developed to assist developers with procuring public art.

## Town History Promotions

A regular monthly article in the Southern Gazette called "History Mystery", has been established. History Mysteries features a photograph or item from our Local History Collection for which not much information is known. The community is asked to share any knowledge they have to help fill in the gaps.

A weekly post on the library Facebook page for "Time-warp Tuesday" is also popular. The posts feature an image from the local history collection and the information surrounding the history of the area. Both promotional features are gaining popularity fast with the community donating more photographs and other collectables to the local history collection as a result.

## Town Events

Livelighter Twilight Trio Concerts received $8000 funding from Healthway to deliver free, inclusive, family concerts with the Live Lighter messages. Concert themes/target audiences were – Kids/Families, Jazz in the Park/Seniors, Lunar New Year/Families. Around 3000 people attended the three concerts.

Once again, the Town hosted the popular Vic Park Summer Street Party, delivered in conjunction with Upbeat Events and included elements of our 25th Anniversary celebrations - including a popular lantern parade.

Virtual Sunday Sessions were delivered via the Town's social media platforms during COVID-19 as a way of create positive vibes, opportunities for connection and to support local artists. This evolved into the 'Restart Vic Park gigs' as WA restrictions eased and allowed performers to 'pop-up' in various locations across the Town bringing much needed vibrancy, colour and joy back to the community.

## Virtual ANZAC Day Ceremony

Due to COVID 19 restrictions, instead of gathering together in Memorial Gardens on 25 April to honour our ANZACs, the Town found different ways to acknowledge and recognise them. We created an online ANZAC Hub page on the Town's website to bring the initiatives together in one place, with information disseminated using social media.

- A socially distanced video was filmed in the format of an ANZAC service including the Mayor, Deputy Mayor, Local Member Hon Ben Wyatt, a bugler and siblings from a local Scout group to form a guard of honour around the Memorial and lower/raise the flags. This was interspersed with an address from the Mayor, images from the Town's local history collection and previous ANZAC services footage.
- Information was collated on two local heroes that characterise the resilience, strength and valour that is associated with the original ANZACs. The first is Robert McMaster, the original Mayor of the Municipality of Victoria Park who fought at Gallipoli. The Victoria Park RSL has wrote an article about the second person, Stan Gurney VC, a local man that fought in Egypt in World War II and was awarded the Victoria Cross.
- Some colouring activities were added to the ANZAC Hub to engage with a younger audience showcasing uniforms worn by the ANZACs and modern-day service personnel.
- The Town cross-promoted the 'Driveways and Dawn' ANZAC social movement, driven by the RSL to encourage residents to participate.

**27**
**Arts Season events**

**1**
**Guerrilla Grannies senior spraypaint workshop (15 people)**

**2**
**Public Artworks commissioned**

**123,000**
**people engaged via social media reach for Timewarp Tuesdays Facebook posts**

**3**
**Livelighter Twilight Trio Concerts with sponsorship from Healthway**

**22**
**community and civic events delivered prior to Covid restrictions**

**6**
**Success Series online webinars attended by 90 People**

**8**
**Restart Vic Park gigs with 20 artists**

**40,000**
**attendees to the Vic Park Summer Street Party**





# Economic

## To promote sustainable, diverse, resilient and prosperous places for everyone.



## A desirable place for commerce and tourism that supports equity, diverse local employment and entrepreneurship.

### Curtin Ignition Business Sponsorship

The Town again offered two fully funded scholarships, open to businesses or residents within the Town to Curtin University's Ignition Program.

### Business events

The Town held two business events, with one conducted virtually due to COVID-19.

- The Disruptors Business Breakfast.
- The 2020 Vic Park Business Awards (adapted to become an online video live streamed to announce the winners).

### Economic Development Campaigns

The Town delivered three large destination marketing campaigns, alongside a number of blogs and smaller campaigns and videos.

- Our Town, My Story shop local campaign - showcasing the people behind local businesses and their stories
- Deck the Walls Christmas campaign - designed to attract Christmas shoppers with a local window dressing competition where community voted for the best dressed shop.
- The Town showcased businesses in TV segments across both 'Destination WA' and 'Our State on a Plate', as well as promoting businesses through several smaller campaigns and blogs, including the 'Catch Up before the Match Up' AFL campaign and a Mother's Day blog.

### Collaborative Working Groups

The Town is a part of several collaborative Local Government groups, including the following.

- South East corridor collaboration with Cities of Canning and Gosnells, working on red tape reduction initiatives.
- Inner Perth Group MOU collaboration with four other local governments on destination marketing and economic development, to deliver broader Perth based attraction promotions via the Visit Perth destination website and economic development initiatives.
- Stakeholder collaboration as part of the Burswood Peninsula Alliance, to ensure the best possible outcomes in the delivery of infrastructure and operational projects.

### COVID-19 Business Support

Due to COVID-19, the Town delivered several initiatives to provide support to local businesses. These included:

- The #StillOpenForBusinessCampaign - digital marketing campaign, designed to promote businesses who shifted to an alternative form of business. An online business register was created with the details of businesses that had adapted their offerings and services.
- COVID-19 business support 'one stop shop'- a business support online hub housing information from other agencies and organisations, as well as a range of initiatives the Town was undertaking to support businesses.
- A Marketing Hub - providing advice for businesses on how to get online and promote themselves
- one-on-one business advisory service – a procured free support service provided online or over the phone for the local business community.
- Free Trade Area - abolishing fees for the free trade area to make it easier for businesses to have alfresco dining.
- Relaxed planning conditions - the adoption of Local Planning Policy 41 which exempts certain changes of use within existing buildings, located within the Town's local centre zones and the Albany Highway precinct from the need to obtain development approval.

**2** fully funded scholarships for the Curtin Ignition Program

**2** business events

**3** economic development campaigns and two TV segments promoting local businesses

**1** new inner Perth wide destination marketing platform and supporting promotional campaign

**3** new online business platform

## Localised – Online Vic Park Business

The Town prepared and launched an online business platform, 'Localised', where Town based businesses can advertise their products, services and events, share recommendations, talk to other local business, access key information from the Town, undertake local procurement activities and take advantage of other social and support tools.

## Invest Vic Park

The Town prepared its first ever Investment Prospectus titled 'Invest Vic Park'. Phase 1 of the prospectus included a hard copy brochure which was launched at December 2019's Disruptors Breakfast. Phase 2 is a sophisticated website where investors can access critical information relating to Vic Park. This is substantially progressed and will be launched in September 2020.

# A clean, safe and accessible place to visit.

## Noise Regulations

The Town granted Venues Live, the operators of Optus Stadium an approval to operate up to ten notifiable events. Notifiable events are events that do not comply with the requirements of Environmental Protection (Noise) Regulations 1997, e.g. Musical Concerts, Monster tracks etc.

## Mosquito Management

Environmental Health worked with neighbouring local governments in a cross-boundary collaboration, as part of the Contiguous Local Authorities Group (CLAG), to produce mosquito management education material, including brochures and videos that take into consideration the unique environmental conditions of the area.

## Routine Environmental Health Inspections

The Town's Environmental Health team completed 375 food business inspections, 873 aquatic facilities samplings, 426 temporary food permit application approvals, 90 public event approvals and 24 skin penetration establishment inspections. They also completed 654 requests for assistance.

## Additional work as a result of COVID 19

Environmental Health Services played a vital role in supporting business as a result of COVID-19 health directives. Educational materials were prepared and distributed to all businesses, and staff were on hand to assist them prepare their COVID Management Plans. Environmental Health team members were on standby and ready to assist the State Government if they were required.

## Dynamic Parking

The Parking Management team has trialled a new dynamic pricing model, and found it to be an effective way to increase the access to, and use of parking at some of the Town's most popular destinations along Albany Highway. The parking operation has also ensured equitable access for all, by monitoring the Town's paid parking, timed parking and residential parking areas.

## Response to COVID-19

In line with Dynamic Parking, as parking demand fell during the Covid-19 State of Emergency, the Town provided longer free time and half price parking on Albany Highway. Additionally, parking resources were redeployed to support Rangers, to ensure community safety in the areas of Local Law enforcement. This included supporting WA Police in monitoring adherence to Covid-19 restrictions in public spaces.

## Free Sunday Parking Trial

The Town of Victoria Park trialled Free Sunday Parking during December and January over the past two years. Data captured throughout this period indicated that:

- The promotion of this initiative increased online traffic to the Town's webpage and was seen by a large number of people (approximately 800,000 views).
- The available ticket data shows minimal change to parking bay use the free parking campaign delivered through December and January 2019/20 did not result in additional pedestrians being observed.
- While the campaign did not result in additional people parking or pedestrians observed along Albany Highway, the campaign proved effective awareness raising, indicating future holiday campaigns could be focused on the parking opportunities within the Town and the dynamic parking model.

**375**
food business inspections

**873**
aquatic facilities samplings

**426**
temporary food permit application approvals

**90**
public event approvals

**24**
skin penetration establishment inspections

**1.35M**
patrons provided with ticket parking

**890,000**
free parking tickets

**12,000**
Easy Park parking sessions a month

**15,228**
infringements issued

**1,100**
parking complaints attended to







# Environment

## To promote sustainable, liveable, healthy and green places for everyone.



## 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.

### New Local Planning Policies

Council adopted Local Planning Policy 39 – Tree Planting and Retention Policy (LPP39) and Local Planning Policy 41 - Exemption Policy for Specified Changes of Use and Activities Carried Out from Existing Buildings (LPP41). LPP39 aims to increase vegetation and tree canopy within the Town consistent with the Town's Urban Forest Strategy. LPP41 makes it easier to establish and expand business by exempting certain land uses from needing development approval.

Revised Local Planning Policies
Council adopted the revised versions of:

- LPP 8 – Sunbury Park Site Design Guidelines
- LPP 34 – Sea Containers
- LPP 28 – State Administrative Tribunal Applications for Review
- LPP 29 – Public Art Private Developer Contribution.

### Planning Strategies

Council endorsed Scheme Amendment 82 and Local Planning Policy 40 – Burswood Station East Precinct for public advertising, which sets the framework for future planning around Burswood Station East. Council also endorsed the draft Local Planning Strategy for consent to advertise in April 2020. The Town has begun developing Local Planning Scheme No.2. Council also endorsed Archer St and Mint St Streetscape Improvement Plans to proceed to public advertising.

### Building and Planning Services

Approval of developments means high quality outcomes for occupants and the wider community.

In the 2019-2020 financial year, 449 development applications were processed.

The Town also started in-house, four-yearly mandatory swimming pool/spa inspections in place of using a contractor. This has benefitted the Town in terms of cost savings as well as ensuring greater consistency in the application of the applicable standards. This year 146 inspections were completed, but the program was interrupted by COVID-19 restrictions. It is still intended to complete all inspections by the due date.

A review of the Fencing Local Law has been undertaken, which resulted in a new draft due for completion in the year ahead.

In 2019-2020 the Town issued 632 building permits equalling a construction value of $360m. Inspections were completed for 37 new swimming pools or spas, 81 demolition permits were issued and 77 compliance events were issued.

**6**
**Planning Policies approvedplatform**

**1**
**Scheme Amendment endorsed**

**1**
**major Streetscape Improvement plan**

**1**
**advocacy platform for METRONET projects**

**449**
**planning applications processed**

**146**
**swimming pool and spa inspections**

**632**
**building permits issued**

**81**
**demolition permits issued**

# A safe, interconnected and well-maintained transport network that makes it easy for everyone to get around.

## Road Renewal Projects

An unprecedented number of infrastructure projects were budgeted and completed especially in the road renewal category equating to an actual expenditure of $3.11million to ensure the minimum level of Asset Sustainability Ratio is achieved. This is an increase of just over $1.26million from the previous financial year in terms of actual dollars spent on road renewal projects.

The Town completed two road safety projects that were funded under the Main Roads WA Black Spot program. The first project was the realignment of approaches to the Kent St and Hayman Rd roundabout in order to reduce entry speeds. The second project was the installation of pedestrian signals and crossing points at the intersection of Albany Hwy, Oats St and Hill View Tce.

**24**
**road renewal projects**

**3**
**major road safety upgrade projects**

## Footpaths

Construction of new footpaths throughout Bentley Technology Park continued with 850 metres provided along Turner Ave, Brodie Hall Drive and De Laeter Way. Significant work also went into the design of a new path along Victoria Park Drive between Roger Mackay Drive and Marlee Loop, including a new signalised pedestrian crossing. This project is pending resolution of third-party land issues related to the Optus Stadium development and funding contributions by external agencies.

A new condition audit was undertaken for all the Town's footpaths which informed the renewal priority and five footpaths were renewed accordingly during the financial year.

**3**
**new footpaths**

**5**
**footpath renewal projects**

## Major Drainage Project

As part of the Lathlain Oval redevelopment project, a new stormwater drainage pipe network was installed by micro-tunneling 80 metres from the west side of Roberts Road to a new sump located on the old Carlisle Bowls Club site (Lathlain Redevelopment Precinct Zone 2). This method of construction eliminated the need for open trenching and the associated impact that may have road closures, damage to tree root systems and underground services.

**1**
**major drainage project**

## Burswood Station East Public Realm Concept Plans

The Town has prepared public realm concept designs for Goodwood Pde, Griffiths St, Stiles Ave and all of the other streets and lanes in the Burswood Station East Precinct. A Concept Design has also been prepared for Stiles-Griffiths Reserve.

## Trackless Tram Investigation Consortium

The Town continued its participation in the Trackless Tram Investigation Consortium culminating in a final detailed options report and future advocacy approach.

**1**
**research study and advocacy platform for a mid-tier sustainable transport option**

## Rutland Avenue Shared Path

The Town constructed the next section of off-road shared path between Oats and Miller St that forms part of the metro cycle network. Detailed design of the final section between Great Eastern Hwy and Miller St is in progress.

## Principal Shared Path Rutland Avenue

As part of the Perth Bike Network, the cycle path was constructed along Rutland Ave between Welshpool Rd and Oats St. This important link along the railway line provides for additional safety for pedestrians and cyclists.

**1.45km**
**of shared path constructed**

## Train Station Precinct Planning

Council adopted the METRONET Advocacy platform in August, with subsequent advocacy efforts actioned through the METRONET working group.








# A clean place where everyone knows the value of waste, water and energy.

## Waste Management

All our kerb side collections were carried out as planned and the Town's sweeping program ensured the sweeping requirements of various areas of the Town were met. These included the daily sweeping of the footpaths on Albany Hwy, road sweeping for Albany Hwy five days per week, and street sweeping for residential streets three times a year.

## Environmental Education Initiatives

Working together with various stakeholders, the Town invested time and resources in the following events which are aligned with the Town's Environmental Plan and Strategic Waste Management Plan.

- Grow It Local – a gardening workshop was held on 12 November. Grow It Local is a community and marketplace for backyard, balcony, community garden and window-sill farmers to connect, share, learn, swap and / or make money. The program encourages the whole community to get involved. The workshop attracted 30 community members.
- Garage Sale Trail - held on 20 and 21 October, Garage Sale Trail is a not-for-profit social enterprise that seeks to educate Australians on the importance of reuse, and the need to take individual responsibility for the impact of our consumption habit whilst also building stronger, more connected and more resilient communities. 1,498 residents were registered as shoppers or sellers and this resulted in an estimated 10,875kg of items reused locally.
- Waste and Recycling Management Workshop - held on 24 October, this workshop educated residents on how to reduce our waste footprint. This workshop attracted 20 attendees.
- Building Habitat with Native Plants - held on 30 November, this workshop provided residents with information on how to create beautiful, resilient and unique home gardens that are brimming with wildlife. This workshop attracted 40 attendees.

In addition, an energy audit for the depot has been completed. This met the KPI to conduct an energy audit of one high consuming site each year.

## Single-use Plastic and Polystyrene Ban

The Town began contributing to its single use plastic and polystyrene ban implementation program by following through on actions such as switching the use of plastic dog poo bags to compostable bags, removing plastic disposal cups from the Town's workplaces and removing bins liners from the offices of the administration building.

Work has also begun toward a dedicated campaign to encourage local businesses to participate in a WA Plastic Free led program to help our local businesses and eateries switch from single-use plastics to better, environmentally-friendly alternatives, and be recognised as plastic free champions. The Town will be the first local government to collaborate with WA Plastic Free on the nation-wide initiative, due to launch in July 2020.

**4**
**green waste pick-ups completed**

**2**
**general waste pick-ups completed**

**1,498**
**residents were registered as shoppers or sellers for Garage Sale Trail**

**1**
**Town energy audit completed for the Depot**

# Appropriate and sustainable facilities for everyone that are well built, well maintained and well managed.

## Outdoor Pool Refurbishment Works

Remediation works were carried out to the outdoor pool at the Aqua Centre following recommendations from a structural audit, which will prolong the life of the pool for 25 more years.

## Solar PV Installation at Aqua

The installation of solar panels at the Aqua Centre will reduce power consumption by approximately 25-30% - implementing recommendations from energy audits and the Town's Environmental Plan.

## Security Screens upgraded

Crimsafe security screens were installed at four local clubs to improve security.

## John MacMillan Toilet Block

As part of the John Mactivation project, the old toilet block on the mound hill was demolished and replaced with a more functional modern toilet to the east side of the park. This has allowed for more open space and visibility through the park area.

## Administration Lift Replacement

The administration building lift was past its useful life and incurring increasing maintenance costs. The lift was replaced with a hydraulic design which has resulted in increased storage space in the old motor room and it now complies with disability access standards.

## Fleet Services

The Town's fleet number is continuing to reduce. The administration light fleet had reduced by 7% from 55 to 51 vehicles. Additionally, there has been a further fleet cost reduction achieved from last year for external repairs (by 26%) and external servicing (by 14%), due mainly to the acquisition of more reliable equipment (such as the new road sweeper) and increased internal staff capacity for heavy vehicle maintenance and repairs.

Fleet Services has again achieved the Green Stamp Advantage accreditation for its effort in continuing to improve environmental protection outcomes in the various work activities performed at the workshop and the depot.

Continuing from last year's move towards becoming a more environmentally sustainable local government, a trial has been initiated to determine the effectiveness, longevity and suitability of the use of an electric minor plant as an alternative to a conventional two stroke powered plant.

## New Vehicles

A new road maintenance truck has been ordered. The chosen truck will be safer, more fuel efficient and environmentally friendly compared to the old truck. It will also improve operating efficiency for the Town's work crews.

**25**
**building renewal projects completed**

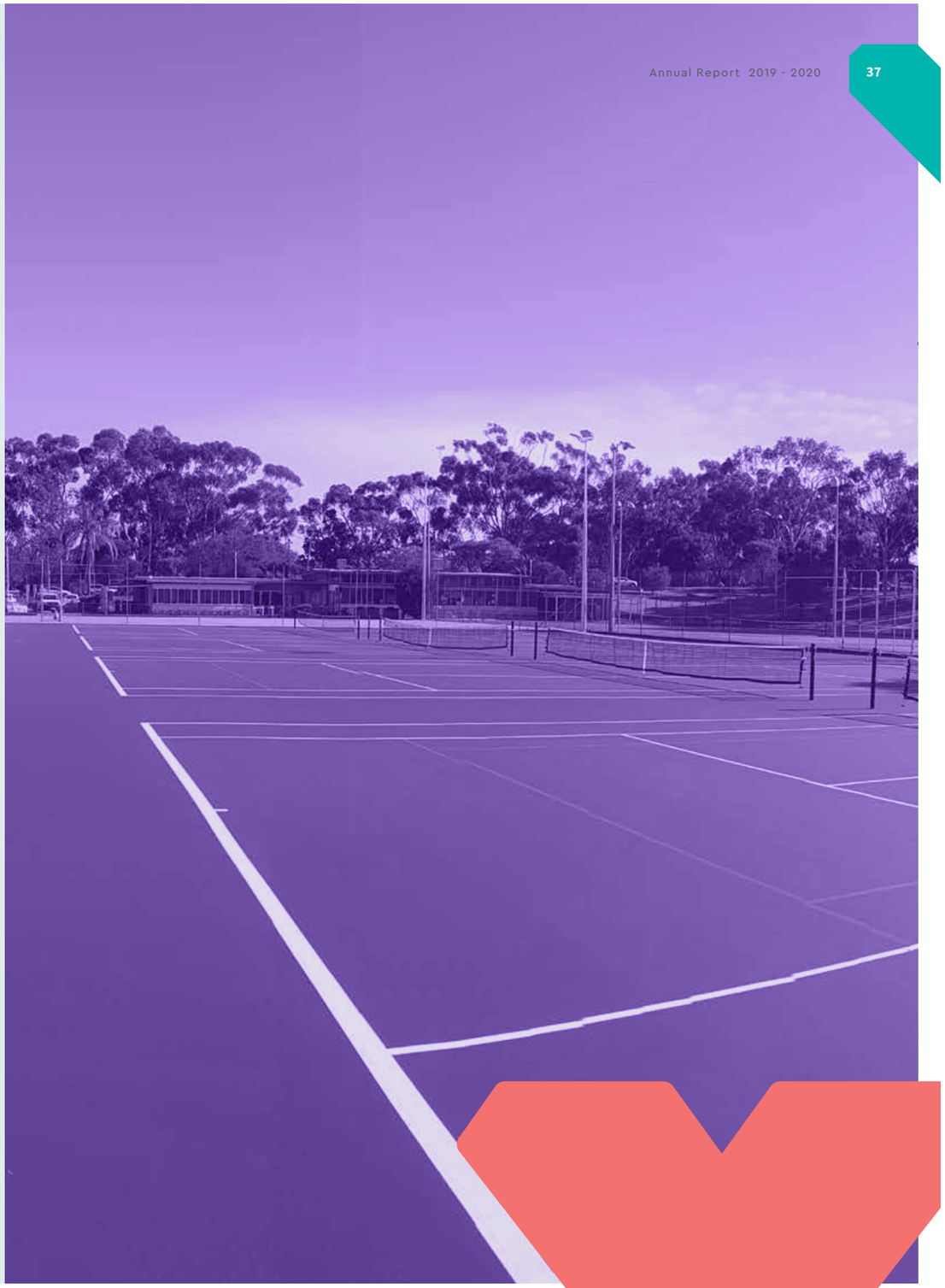
**95**
**building audits carried out**

**7%**
**continuing light fleet reduction**

**1,065**
**customer requests received for building maintenance and 98.5% closed within timeframes**

**7**
**light vehicles, 3 trailers, a road sweeper and Tractor/Mow Deck renewed**





# Appropriate, inviting and sustainable green spaces for everyone that are well maintained and well managed.

## Park Maintenance

Town public spaces were maintained as per schedules to ensure well-kept grass areas, neat garden beds and weed control using a variety of methods. Reticulation systems were serviced and monitored ensuring the Town met its water use requirements in line with our bore licences.

Town contractors, maintained park mowing fortnightly, while Town officers also maintained park and garden areas fortnightly. Town roundabouts were serviced every six weeks and bore water use came in under licence requirements.

## Edward Millen Masterplan and Higgins Park/Playfield Reserve Masterplan

Council approved the Edward Millen Park Masterplan which has now progressed to detailed design. The Higgins Park and Playfield Reserve Masterplan has also been substantially progressed.

## Public Open Space Strategy

Council adopted the Town's first Public Open Space Strategy in February 2020, which sets the strategic direction for public open space in the Town.

## Hillview Bushland Management Plan

The Hillview Bushland Management Plan was completed. Endorsed by Council in November 2019, the plan provides direction on how the Hillview Bushland can be protected and enhanced in

**2**
**Park Masterplans progressed**

**1**
**Bushland Management Plan endorsed**

**1**
**Public Open Space Strategy adopted**





# Increased vegetation and tree canopy.

## Urban Forest Strategy

The implementation of the Urban Forest Strategy progresses this strategic outcome through a diverse range of projects.

- ### Vic Park Leafy Streets

  A street tree planting program was established which focuses on public properties, high pedestrian streets feeding into Albany Hwy and surrounding Carlise and Oats St train stations. These tree plantings will have a transformative effect on Vic Park Streets.

- ### Urban Forest at Home

  The 'Urban Forest at Home' initiative gave away 5000 shrubs (3500 grown from the Kensington Bushland seed) and 800 trees. These are significant to the overall increase in vegetation as these will be planted on private land and represent private land contribution to increase vegetation and canopy in the Town.

- ### Charles Patterson Park Community Planting Day

  On 2 August nearly 100 community members joined Town staff and elected members for a community planting event. Eighteen Flooded Gums (Eucalyptus rudis) were planted along with 3500 shrubs propagated from Kensington Bushland seed. This created nearly 4000m2 of urban bushland and habitat for local fauna.

- ### Vic Park Drive

  Sixteen Tuart trees were planted along Vic Park Drive providing shade to a busy path and providing habivvtat to local species.

- ### G.O. Edwards Eco Island

  The Island within the Lake at G.O. Edwards Lake was cleared of Brazillian Pepper weed infestation and replanted with local trees, sedges and other local shrubs. This will create an "eco-island" where fauna has refuge and habitat separated from human activity.

- ### Brodie Hall Drive

  tTwenty-seven Marri trees (Corymbia calophylla) were planted along Brodie Hall Drive in Tech Park, Curtin. Curtin university grounds are considered a Black Cockatoo super roost given the number of habitat and food trees on the campus. Marri trees are an important food source for Black Cockatoos and these planting will contribute to the area's ongoing support of these species.

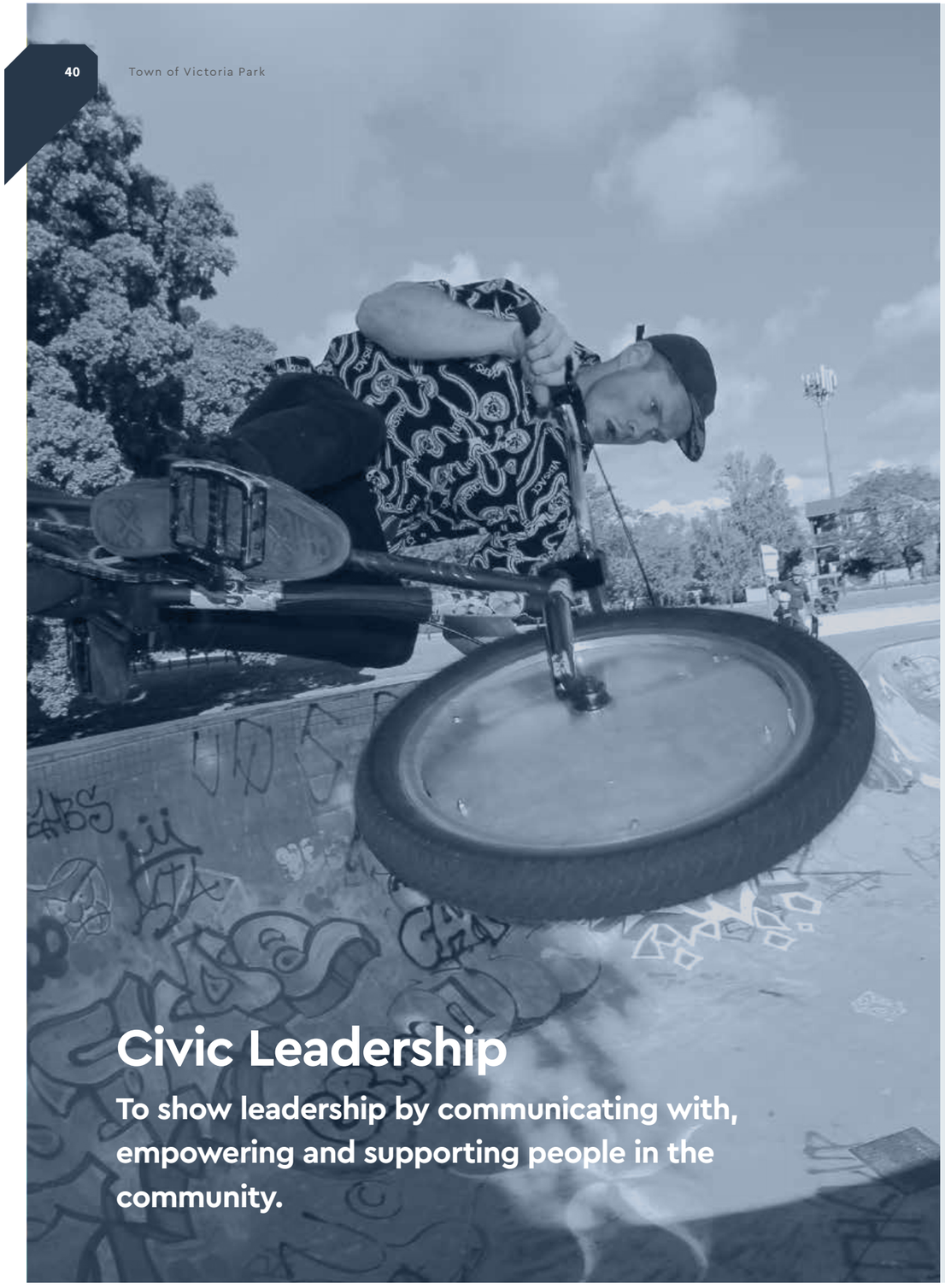
**16**
**Tuart trees planted along Vic Park drive**

**27**
**Marri trees planted along Brodie Hall Drive in Tech Park, Curtin**

**28**
**Flooded Gums and 3500 shrubs propagated from Kensington Bushland seed**

**5,000**
**shrubs and 800 trees given to community as part of Urban Forest at Home**

**1,659**
**total trees planted, equalling 70,000m2 projected canopy added to the urban forest**



# Civic Leadership

**To show leadership by communicating with, empowering and supporting people in the community.**



## Everyone receives appropriate information in the most efficient and effective way for them.

### Brand Refresh Transition

The Town continued the rollout refreshed Town branding on internal and external digital and printed collateral, which extended to brand adaptations for the Leisure Centres and Town Library and completed a full design refresh of the Town's website in line with the updated look and feel.

### Digital

- We maintained and developed several new pages for the Town's web and VIKI intranet sites with training delivered to key content editors.
- We developed an online directory to support upcoming campaigns that will encourage community to contribute to the Town's website.
- We developed social media guidelines to guide the use of Town's social media channels across the business and for third-party content shares and requests.
- We developed new web sitemaps, functions and content for the Invest Vic Park and Localise websites in collaboration with Economic Development.
- We supported several service areas develop and produce video content as lead marketing tools for project and council decision updates, event and program delivery, for education and communication needs and social impact storytelling – including a digitally delivered ANZAC Day ceremony and the Vic Park Business Awards via Facebook Premiere due to COVID-19
- The Town's social media channels recorded the following statistics for the financial year.

| Channel | Followers | Increase | Impressions |
|---|---|---|---|
| Facebook | 12,887 | 19% | 2,411,056 |
| Instagram | 4,311 | 100% | 326,145 |
| LinkedIn | 3,098 | 19% | 82,225 |
| Twitter | 2,840 | 3% | 333,730 |

### Crisis Communications

- The Communicatons and Engagement team lead crisis communications and developed a large suite of internal and external online communication hubs, for staff, community, and local businesses with frequent information updates, resources, and action strategies, including the Restart Vic Park recovery plan during COVID-19 pandemic.

### Publications Published

- E-vibe corporate e-newsletter, plus five other Town subscriber services and project-based newsletters, published monthly
- Your Thoughts e-newsletter published monthly
- Vibe Magazine produced and delivered to households quarterly
- Restart Vic Park Strategy
- Annual Report 2018-2019
- Advocacy Priorities booklet

### Major Campaigns

- Vote Vic Park council elections
- Community Kindness – Mental Health Week
- Free Sunday Parking over Christmas/New Year
- #stillopenforbusiness during COVID-19
- Vic Park Business Awards

### Advocacy

- Review and adoption of new Council Advocacy Priorities for 2020.
- Developed a draft Relationship Management Strategy for collectively maintaining key relationships.

### Internal Services Review

- Completed an internal survey of the Communications and Engagement team levels of service.

**$436,140** earned in unpaid media coverage

**2.8M** Town communication social media impressions

**469,600** visits to the Towns website

**28%** open rate on Town e-newsletters

**250** campaigns with over 810 desgin elements

**55** videos produced

- Carried out a review of Communications and Engagement team processes and developed an updated plan and process maps and templates for better supporting requests and turnaround timeframes.
- Began planning an ongoing internal education and training program to include modules for the financial year.



## A community that is authentically engaged and informed in a timely manner.

### New Initiatives

- The Town developed and gained Council endorsement of a new Community Charter which is a statement of commitment to the community of how the Town will work and interact with the public across all areas of the business.
- We developed and gained Council adoption of a new Communication and Engagement Policy and Management Practice, replacing the previous Public Participation Policy.
- We completed a review and targeted survey of key Council and community group relationships in relation to the Community Charter commitments, to set a baseline for future relationship improvement measurement and action planning.
- We implemented completely digital engagement workshops in response to COVID-19 pandemic.

### Top Engagement Projects

A total of 45 projects were launched during the financial year. The top five based on participant numbers and were:

- Macmillan Precinct Masterplan - 1,506
- Higgins Park and Playfield Reserve - 966
- Homelessness in Vic Park - 751
- Name the Laneway ROW52 - 734
- McCallum Park Active Area – 721

### Working Groups

- The Town established the Macmillan Precinct Working Group, the Higgins Park Design Reference Group, the Urban Forest Strategy Implementation Group and the Lathlain Precinct Redevelopment Project Zone 1 Community and Sport Club Facility Advisory Group.
- Our already established Community Sounding Board was used for the Arts & Culture Plan and the Communications and Engagement Policy. Invitations are also offered to participate in all engagement including participatory budgeting and Lathlain Zone 1 advisory group.

**47,000**
visits to Your Thoughts website

**3,300**
engaged participants online

**65**
new Sounding Board members

**2,456**
subscribers to Your Thoughts

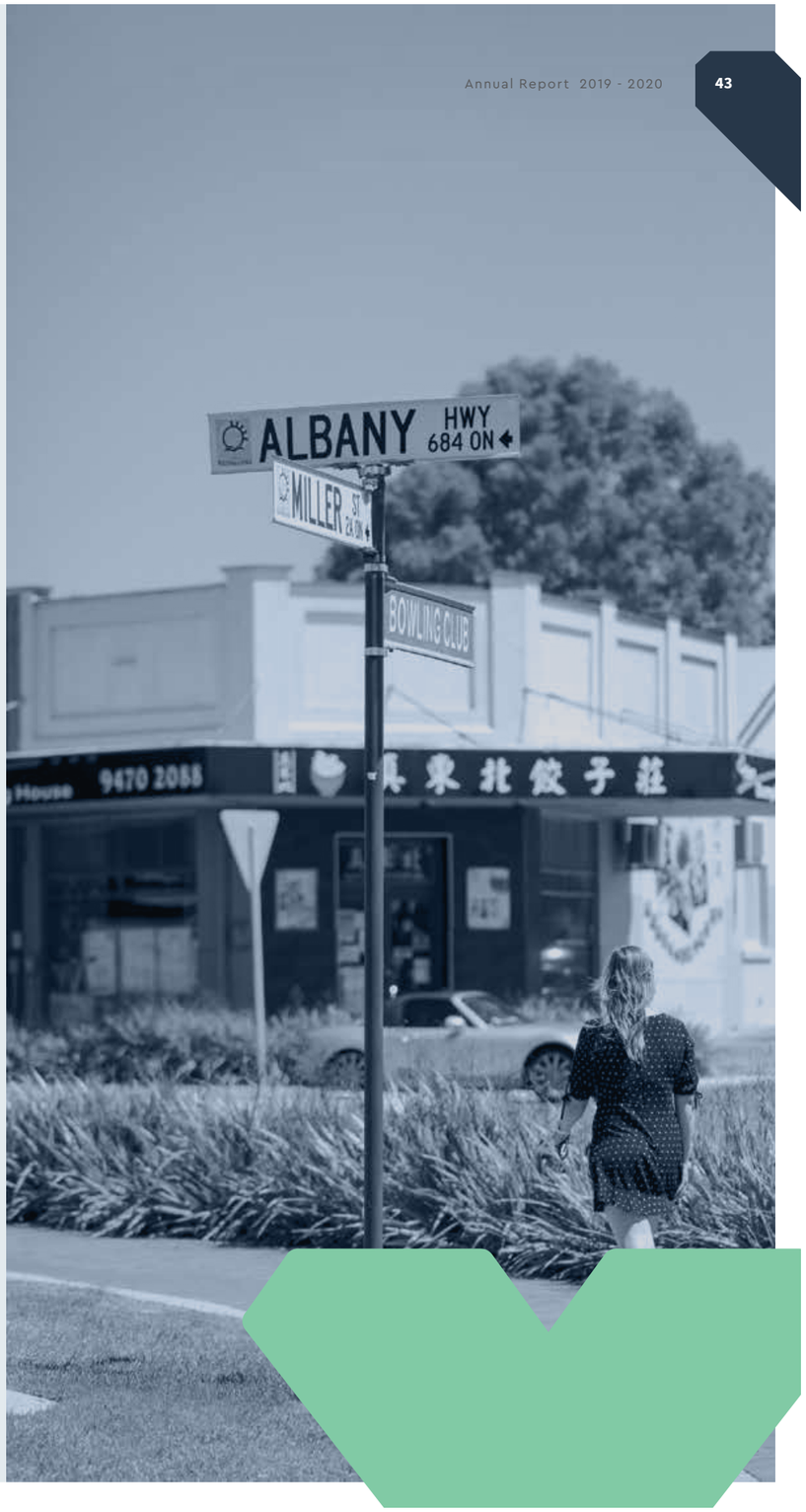
**10,293**
visits to Your Thoughts in June 2020. The highest number since the launch in 2015

**25**
staff received engagement training

**104**
engagement activities sought community involvement

**171**
Development applications sought public comment





# Well thought out and managed projects that are delivered successfully.

## Place Plans

The Town has completed a draft Place Plan Volume Series that includes 10 Place Plans for each of the Town's neighbourhoods. These Place Plans organise the projects outlined in the suite of Town informing strategies into clear actions for the organisation to deliver in each place.

## Etwell Street Local Centre Revitalisation Plan

The Town completed the Etwell Street Local Centre Revitalisation Plan and Detailed Designs. This project is now ready to proceed to construction.

## ROW 52 Laneway Upgrade

The Town completed an upgrade of the ROW52 laneway in East Victoria Park, which was subsequently the winner of an Australian Institute of Landscape Architects, Urban Design Award.

## McCallum Park Active Area

The Town, with community, completed the concept design for the McCallum Park Active Area. The success of this co-design exercise led to Council endorsing the project to proceed to detailed design and allocating $1.6m of capital funding to the project in the Long-Term Financial Plan.

## Lathlain Precinct Redevelopment Project Zone 2

The Zone 2 (Lathlain) and Zone 2 eXtended (Carlisle) project contractor, Advanteering Civil Engineers, achieved practical completion in December 2019. The new community facilities have since been open, with very broad community use.

The park includes all abilities children's play areas, nature play areas, separate junior and intermediate skating infrastructure, multipurpose basketball half court over off-street parking, and multiuse sports courts. There are weather protected family picnic areas with barbeques, park ablutions, meandering universal access walk paths, park seating, an off-lead dog enclosure, interpretive hard landscaping including giant lawn bowls (in recognition of the previous land use) and whimsical paths.

Particular attention was given to retention of existing mature trees together with extensive new tree and understory planting of themed native vegetation, installation of bird wildlife water sources, and a community orchard of macadamia trees that will be a food source for Forrest Black Cockatoos that seasonally frequent the location.

## Macmillan Precinct Masterplan

Since February 2020, the Town and project consultants Roberts Day have been engaging in detail with site stakeholders and the wider community to develop a Vision and a Concept Plan that reflects the community's shared aspirations for the future of the Macmillan Precinct. Following the vision development in early 2020, the Concept Plan was developed as the next step in preparing a community-led framework for the future of the Macmillan Precinct. As a vital hub for Town services, community events and public life, it is essential any future changes reflect the values and priorities of the community and are captured in the Concept Plan.

## Higgins Park Tennis Club Upgrades

The Higgins Park Tennis Club has been upgraded to include a relocated Croquet Club court, new hardcourts, additional grass courts and LED lighting. This shared facility can now accommodate both clubs, as well as providing additional infrastructure, for use at night.

## Edward Millen Park Master Plan

The Edward Millen Park Master Plan project helps to define the park's relationship to the adaptive reuse of Edward Millen House and surrounding buildings. Development of the Master Plan involved community engagement and design sessions with the final Park Master Plan design being approved by Council to go to detailed design.

## Edward Millen House Adaptive Use

The Edward Millen Adaptive Heritage and Landscape Redevelopment project is being delivered under the Land Asset Optimisation Strategy. The project aims to realise the full potential of the heritage-listed buildings and the expansive 4.7-hectare Edward Millen Reserve to minimise the ongoing cost to maintain the precinct and maximise the benefit to the community of the amazing heritage assets.

The Town has completed market sounding and feasibility options analysis to assess the commercial viability of a heritage adaptive re-use redevelopment and has endorsed a business case that outlines the future of the precinct.

The Town is close to finalising a significant $4M grant to assist in this project, and is working with Department of Planning Lands and Heritage to undertake all the legal related changes to allow the redevelopment to occur.

## State Underground Power Program – Round 6

The Town has continued to apply for State Underground Power Program funding each time that applications are called for. In 2017 there were 19 Metropolitan Projects (SUPP6) approved by the Minister for Energy. There was a limit of 3 projects per Local Government and the Town secured 3 projects. The total project cost is over $33 mil with the Town and the affected lot owners contributing over $19m.The projects have begun on site

## Network Renewal Undergrounding Program Pilot

On 18 February 2020, the Minister for Energy announced the trial of a new funding model by Western Power to enable the upgrade of sections of their overhead network in specific areas where significant asset replacement and maintenance works are required. Western Power identified four specific areas and approached five local governments for their Network Renewal Underground Pilot Program (NRUPP) including St James and part of East Victoria Park (Town of Victoria Park and City of Canning). Western Power is responsible for all of the project cost related to their assets within the road reserve. The affected lot owners are contributing approximately $1.5m to have overhead cables within private properties undergrounded. The construction works are proposed to begin in 2021.

**10**
**Place Plans drafted**

**1**
**Local Centre Revitalisation Plan and Detailed Designs**

**1**
**Laneway Upgrade**

**2**
**new park locations created**

**2**
**Precinct Masterplans**



# Appropriate information management that is easily accessible, accurate and reliable.

## Review of the ICT Operations

In an age where information is instantly available online, ratepayers are more empowered than ever before and want the option of a modern digital experience to enhance their interactions with the Town. To help achieve this over the past 12 months an external review of the Town's ICT Team and their associated business processes was undertaken.

The outcomes of this review will help set ICT priorities and determine the strategic path forward for the Town's ICT Team, so it will be able to manage future digital transformation and support any future emerging technologies.

## Remote ICT Access

Working with the COVID Management Team and Business Continuity Team, ICT had a major role in ensuring staff had remote access to ICT systems so allowing them to work productively from home. Microsoft Teams was rolled out to all staff.

## Information Management

During COVID-19 the leisure facilities were closed and staff from both the Aqua and Leisure Centres were redeployed to undertake records management duties.

They assisted the Information Management Team to undertake a massive archiving and destruction project. The project involved the auditing of 17 years of physical records at both facilities. Staff sorted, destroyed and filed physical records. The project saved the Town an estimated $40,000 in fees that would otherwise have been spent on a temporary archivist.

**3200**
**ICT service desk issues addressed**

**13**
**Freedom of Information Requests**

**227,264**
**documents registered**

**65**
**recruitment processes were completed with 2403 applications received**

**58**
**new staff were on boarded**

**39**
**attendees were involved in AIM Leadership Development sessions**

**77**
**employee cessations were processed**

**10**
**formal grievances were investigated and resolved**

**128**
**training and development courses were coordinated for staff attendance**



# Innovative, empowered and responsible organisational culture with the right people in the right jobs.

## Recruitment and Selection

The Town reviewed and developed a recruitment and selection procedure to ensure the Town uses best practice selection methods.

## Leadership Development

The Town focused on building the capacity and capabilities of our leaders. Through the Australian Institute of Management Western Australia (AIMWA) the Town's leaders at manager and Service Area Leader level went through a six- month program finishing in December 2019. The major focus was to build cross-functional relationships whilst developing their knowledge base in a number of leadership competency areas.

## Staff Engagement

The Town developed an Innovation Framework and launched the 'VicSpark' Innovation Program.

The People and Culture Team were essential in assisting the COVID Management Team and Business Continuity Group in developing the following strategies to support staff.

- Workforce Redeployment Strategy
- Work from Home Strategy
- Return to Work Strategy

People and Culture also played a pivotal role in ensuring all employees had meaningful work and if not, were redeployed into suitable roles during the COVID-19 crisis. The Team:

- reviewed and developed a streamlined and more effective Performance Development System
- further embedded a strong, positive culture in the Town by working closely with all service areas to assist them in developing their own signature behaviour and values
- started a Workforce Plan review.

## Occupational Health and Safety

- Due to Covid-19 shut downs, working from home staff reported incidents and injuries are much lower than in previous years.
- A new online Incident/Hazard Reporting System is currently being tested and should be fully operational by the end of October 2020. The system will ensure timely notification of hazards and incidents and assist with investigations and the ability to produce reports.
- The new Incident/Hazard Reporting System also has an App the Town will be able to be put on all work phones or other devices for remote or onsite reporting.
- A new Learning Management System is also being developed to enable the Safety team to inform and imbed knowledge of all policies, procedures and any other information that is required to be known and understood by all Town staff, with final roll out expected by the end of September 2020.

## Emergency Management though COVID-19

- Local Emergency Management Arrangements (LEMA) have been noted by the State Emergency Management Committee. These will to go to Council for endorsement in Sept/Oct 2020
- C-Suite daily and then weekly meetings were held to discuss current issues as the crisis
- Advice given to the COVID Management Team and Business Continuity Group on emergency updates as required
- The Local Emergency Management Committee has begun meeting again as per state direction
- COVID-19 recovery activities continue through the COVID Working Group and COVID Action Plan, in line with the Restart Vic Park Strategy.

# Finances are managed appropriately, sustainably and transparently for the benefit of the community.

## Financial Services

- Reviewed the appropriateness and effectiveness of financial management systems and procedures engaging external auditors. The audit did not identify any significant matters relating to financial controls.
- The Town automated the invoice approval process to control risk and increase efficiency.
- An operational performance review of the Financial Services was conducted during the year. Recommendations from this report will be reviewed and implemented in the coming year.
- We secured loan funding and postponement of cash payments to Western Power for all three State Underground Power Projects (SUPP6) projects.

**62**
**contracts created**

**13,000+**
**invoices processed**

**2,800+**
**invoices raised**

## Property Development and Leasing Services

- The creation of a new service area was undertaken by the PMO Land Asset Optimisation Strategy team. This new service area will deliver greater strategic and sophisticated guidance for all the Town freehold owned and controlled land and buildings assets, and delivery a portfolio approach.
- Temple Street rezoning was recommended in line with the Land Asset Optimisation Strategy and facilitated in conjunction with the Towns Strategic and Statutory Planning Team. The rezoning will allow the future proofing of the underlaying land holding to allow a variety of options moving forward.
- The Town's Leasing team undertook a proactive focus during COVID – 19 with community lease payments and lease payment requirements provide a grace period to allow the financial impact to these community focus tenant to be minimised.
- The Property Development and Leasing team have undertaken significant updates to both the 310 Leasing Policy and 221 Strategic Management of Land and Building Assets Policy which have been approved by Council.

**23**
**internal training sessions held**

**23**
**educational videos and over 4 hours of learning and knowledge content made available to internal staff**

**94.5%**
**rates collected**



# People have positive exchanges with the Town that inspires confidence in the information and the service provided.

## Service Improvements

- A revised Customer Service Delivery Policy was adopted by Council in November – with supporting management practice and guidelines for handling complaints to improve the way we record, escalate and resolve complaints consistently across the organisation. Complaint handling guidelines and training material was created for internal sessions to begin next year, which was delayed due to COVID-19.
- Business continuity was improved with the establishment of a casual pool of trained Customer Relations Officers for the Administration contact centre, sourced from other contact centre frontline teams including Leisure and the Digital Hub.
- Frontline Customer Service Teams across all centres received a brand refreshed uniform to bring a consistent look and feel to the Administration, Leisure Centres and Library receptions.
- The Town procured a new afterhours phone service provider in Oracle CMS.
- An operational review of customer service delivery across the Town began with the recommendations report due to be completed in the first quarter of 2020-2021.

## COVID Impacts

- With support from the Town's ICT Team and Covid Management Group, and with Leisure and Library services completely closing during COVID restrictions, followed by the Admin Centre - the Town's frontline Admin Contact Centre team all moved to remote customer service, working from home on a full-time basis. This allowed for phone, email web and social media contact to continue without experiencing a drop in service levels. This was a great achievement for our people and the community at an uncertain time. Managing a hybrid in person and work from home contact centre environment has since continued.

## Surveys and Training

- Following the removal of Net Promoter Score kiosks at each contact centre, due to the nature of COVID-19 being easily transmitted through touch, the Town decided to discontinue the use of these machines for collecting random ratings feedback.
- The Leisure Centres changed their satisfaction surveying approach and platform, by working with customer improvement to introduce onsite random digital member surveys via ipads to gather data that informs service levels, program offerings and facility maintenance decisions.
- Twenty frontline staff from each of the Town's contact centres attended a full day of local government tailored 'Challenging Customer' training facilitated by a Crown Security specialist.

**53,748**
calls and 10,213 in person visits to the Admin Centre

**8,247**
phone calls to Library

**39,892**
phone calls to Aqua/ Leisure Centres

**8,539**
calls to the Depot

**86.39%**
of the telephone calls were answered within 20 seconds (target 85%)

**20**
frontline customer service officers received 'Challenging Customer' training



# Visionary civic leadership with sound and accountable governance that reflects objective decision making.

## Council Support

- The Town developed and delivered of a new and improved elected member induction process, including a full day training session and digital induction pack of information.
- The Town implemented digital council meetings in response to the COVID-19 pandemic, where all meetings continued online via livestreaming services.
- Delivery of the COVID-19 Response Strategy – 'Restart Vic Park: moving beyond COVID-19'. This was developed via a facilitated workshop with councillors and senior executive and serves as the guide to leading the community through recovery into the future, and is the overarching document to the subsequent COVID-19 Action Plan.
- We developed automated digital Service Delivery Plans, streamlining the process for internal teams to track progress toward achieving their KPIs - which feed into the Town's online Performance Scorecard.
- We procured external support to review the Risk Management Framework, strategic risk register and operational risk register.
- We provided facilitation, Governance advisory and administration services for all meetings of council – informal and public.



**21**
policies reviewed and 8 new policies developed

**15**
Concept Forums

**11**
Agenda Briefing Forums and Oridinary Council Meetings

**7**
Special Council Meetings

**15**
Committee Meetings

**260**
items considered by Council

**416**
facilitated responses to elected member information requests

# Appropriate devolution of decision making and service provision to an empowered community.

## Elections

The Town administered the 2019 Local Government elections, which included a mayoral election and a poll of electors to seek community feedback on the Town becoming a City, as well as administering the 2020 extraordinary election, for an additional councillor in the Banksia Ward, following the Mayoral election outcome. This was supported by an extensive election advertising and promotional campaign – Vote Vic Park.

**2**
**elections administered**

**8,214**
**votes counted**

## Education

The Governance and Communication teams worked together to produce an educational video to share with community how Council decision-making occurs and how community participation plays an important part in the process.

## Advisory Groups

The Governance team developed a policy and management practice for council appointed Advisory and Working Groups, comprised of community members, Town officers and elected members – to increase meaningful engagement and civic participation opportunities, with a more formal avenue for community to have an ongoing influence in decision making on specific matters of strategic priority.

## Community Benefits Strategy

Launched at Mineral Resources Park this year, this strategy was developed in partnership with our community through engagement with the wider community and a dedicated 30-member community panel who recommended the programs for delivery in the first five years. Programs are now being delivered by project partners the West Coast Eagles and Wirrpanda Foundation.

## Urban Forest Implementation Action Plan

This follow up action plan to the adopted Urban Forest Strategy was written by the community, for the community and has resulted in an incredibly rich outcome with immense social as well as environmental outcomes. With Council endorsement and budget commitment, it continues to be delivered by a community working group, with facilitation, administration, planning and communications support led by an employed Urban Forest Place Planner.



# Legislative responsibilities are resourced and managed appropriately, diligently and equitably.

## Strategic Community Plan Review

The Town conducted a minor review of the Town's Strategic Community Plan and full review of the Corporate Business Plan, inclusive of an improved Performance Scorecard.

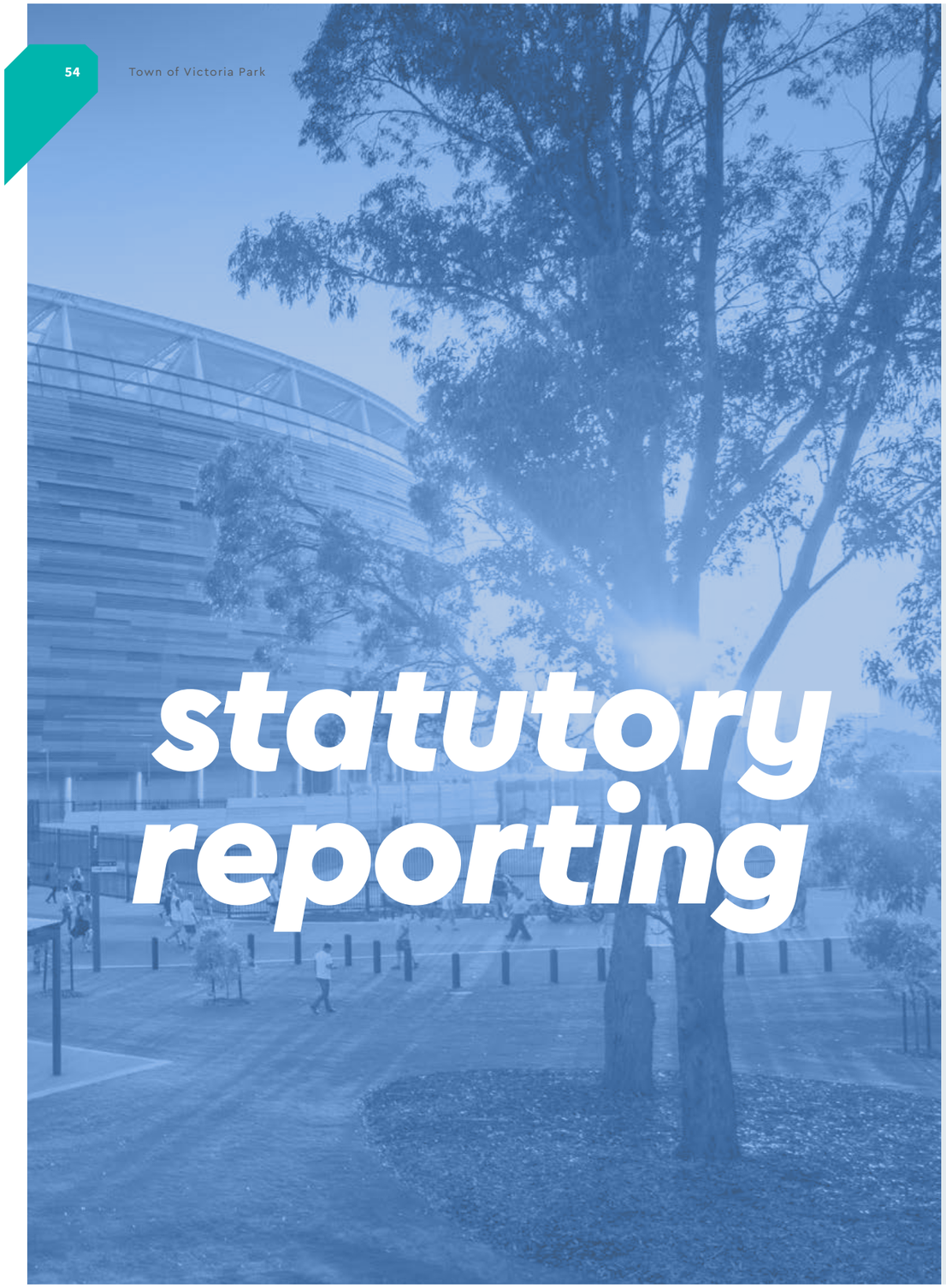
## Community Perception Survey

We procured external market research services to assist with delivering a Community Perception Survey and outcomes report, to inform areas of priority for the community and benchmark the Town's performance in the local government sector, against areas of legislative responsibility.

## Act Reform

- Policies introduced as required by Local Government Act Reform changes to the Local Government Act 1995 included:
  - Elected Member Professional Development
  - Event attendance and gift disclosures
  - Acting Chief Executive Officer.








# Statutory Reporting

## Local Government (Rules of Conduct) Regulations 2007

In accordance with section 5.121 of the Local Government Act 1995 the Town maintains a register of complaints of minor breaches which details:

- Name of council member about whom the complaint is made.
- Name of person who makes the complaint.
- Description of the minor breach that the standards panel finds has occurred.
- Details of action taken.

The standards panel made no findings of a minor breaches in 2019/20.

### Information Management

Under State legislation (State Records Act 2000) the Town of Victoria Park, like all State and Local Governments must maintain a Records Plan and associated documents (Records Keeping Procedures Manual, Records Keeping Disaster Recovery Plan). These Recordkeeping documents provide an accurate reflection of the recordkeeping program within the Town of Victoria Park, including information regarding the Town's recordkeeping system(s), disposal arrangements, policies, practices and processes. The Recordkeeping Plan is the primary means of providing evidence of compliance with the Act and the implementation of best practice recordkeeping within the Town.

This record-keeping management plan, coupled with the Town's record keeping system, is driving the move to a total digital record keeping system which will improve record keeping and maximise internal operational efficiencies.

### Freedom of Information

The Town of Victoria Park will, if possible, provide access to documents held by the Town outside the Freedom of Information Act process. However, if we are unable to supply this information by less formal means, a Freedom of Information request can be made in accordance with the Freedom of Information Act 1992. A total thirteen applications were processed during 2019-2020, and were processed at an average of 32 days per application. The Town's Information Statement outlines the Freedom of Information process and lists the types of documents available inside and outside of Freedom of Information. The Town publishes a Freedom of Information Statement on the Town's website.

### Disability Access and Inclusion

The Disability Services Act 1993 requires all public authorities to prepare and implement a Disability Access and Inclusion Plan (DAIP) to improve access to their services for people with disability. The Act further requires public authorities to lodge an annual DAIP Progress Report to the Department of Communities and provide details of activities in Annual Reports. During the 2019-2020 financial year the Town progressed the delivery of DAIP strategies including the following.

- The Town has become a certified NDIS provider delivering a special needs program for children and adults with Autism. Swimming instructors were formally trained in inclusive swim teaching practices.

- The Town also promoted swimming lessons for people with disability. This attracted a wider range of participation and membership to Aqualife. Swimming instructors are trained in inclusive swim teaching practices.

- The Town has six community groups involved in the Socially Inclusive Communities WA mentoring program, the program is a partnership with Inclusion Solutions. The program provided the Victoria Park Soccer Club the confidence to submit an expression of interest to be part of the United Reds Football League. This is an opportunity for children with or without disability to develop fundamental football skills in a fun, inclusive and less competitive team environment.

- On completion of the Lathlain Precinct Redevelopment Project, the Town will have five new ACROD bays with shared zones adjacent.

- People who are not able to attend Council meetings can participate via live streaming. This along with the new voting technology improves accessibility and transparency of the local government process allowing our community to engage.

- Service users of Edge Employment were provided with a tour of the Town of Victoria Park Administration facilities as well as an opportunity to meet with the Town's events, parking and library teams. This initiative provided an opportunity for people with disability who are work ready, to explore ordinary workplaces that align with their interests.
- The Town's website has been updated with information regarding accessible parking bays and public transport as well as on all social media platforms for all Town led events.
- A new process to induct staff has been developed when onboarding new staff. This provides the staff member with knowledge and awareness about the Disability Access and Inclusion Plan and how to provide inclusive service to the community.
- The Town has committed to take part in the Someone's Bay Someone's Day campaign which raises awareness about the effects it has on ACROD permit holders, when non permit holders park in an ACROD bay.
- Our Access and Inclusion Advisory Group focused on providing advice and commentary to improve the accessibility of Town facilities, assets and projects aligned to the DAIP.

# Employee Remuneration

## Determination of the salaries and Allowances Tribunal – CEO Remuneration

| Introduction text As at 30 June 2020 | |
|---|---|
| Defined Benefit | As at 30 June 2019 |
| Cash Salary | $268,165 |
| Packed Benefits | $43,151 |
| Total Package | $311,316 |

## Employees with a salary greater than 100,000

The table below is prepared in accordance with Section 19B of the Local Government (Administration) Regulations 1996. This section requires the Town of Victoria Park reports in bands of $10,000, the number of employees entitled to annual salary of $100,000 or more at 30 June 2020.

| Salary Band | 2020 | 2019 | 2018 |
|---|---|---|---|
| $260,000 – $269,000 | 1 | 1 | 1 |
| $180,000 – $189,000 | 3 | 3 | 3 |
| $140,000 – $149,000 | 7 | | |
| $130,000 – $139,000 | 3 | 12 | 10 |
| $120,000 – $129,000 | 3 | 2 | 3 |
| $100,000 – $109,000 | 4 | 5 | 5 |



# Financial Assisstance

## Operating Subsidies

| To | Amount |
|---|---|
| Connect Vic Park | $50,000 |
| Harold Hawthorne Community Centre | $119,354.00 |
| Victoria Park Centre for the Arts | $100,000.00 |
| Perth Football Club | $50,000 |
| Perth Cricket Club | $195,000 |
| Vic Park Croquet Club | $15,000 |
| Total | $529,354.00 |

## COVID-19 Community Response Grants

| To | Amount |
|---|---|
| Carlisle/Victoria Park Toy Library Inc | $3,862.00 |
| Connect Victoria Park | $4,950.00 |
| Fusion WA | $9,805.00 |
| GLBTI Rights Aging | $3,690.00 |
| Harold Hawthorne Community Centre | $10,000.00 |
| Nardine Wimmins Refuge | $10,000.00 |
| Riverview Community Services | $9,000.00 |
| Tracey Gibbs (Artist) | $3,846.00 |
| Victoria Park Community Centre | $4,413.00 |
| Victoria Park Cricket Club | $4,300.00 |
| Victoria Park Soccer Club | $6,042.00 |
| TOTAL | $69,908.00 |

## Community Grants

| To | Amount |
|---|---|
| Community Forum | $500.00 |
| Connect Vic Park | $9,806.00 |
| Friends of Kensington Bushland | $2,750.00 |
| Harold Hawthorne Community Centre | $5,401.00 |
| Millen Primary School | $2,717.00 |
| St Mary's Outreach | $9,684.00 |
| The Essentials Inc. | $6,172.00 |
| Victoria Park Community Centre | $9,850.00 |
| Victoria Park Community Garden | $434.00 |
| Victoria Park Primary Parents and Citizens | $500.00 |
| Victoria Park Primary Parents and Citizens (Auspice) | $3,000.00 |
| TOTAL | $50,814.00 |

## Individual Donations

| To | Amount |
|---|---|
| Individual Donation – Sport – Australian Gymnastics Championships | $200.00 |
| Individual Donation – Sport – Australian Hockey Championships | $200.00 |
| Individual Donation – Sport – Cross Country Championships | $200.00 |
| Individual Donation – Sport – Irish Dance World Championships | $300.00 |
| Individual Donation – Sport – National Junior Table Tennis Championships | $200.00 |
| Individual Donation – Sport – Singapore Junior Squash Open Championships | $300.00 |
| TOTAL | $1,400.00 |

## School Welfare Donations

| To | Amount |
|---|---|
| Carson Street School | $400.00 |
| East Victoria Park Education Support Centre | $400.00 |
| East Victoria Park Primary School | $400.00 |
| Lathlain Primary School | $400.00 |
| Millen Primary School | $400.00 |
| St Clare's Primary School | $400.00 |
| TOTAL | $2,400.00 |



## Fee Waivers for COVID-19 Pandemic as per the April Special Council Meeting Resolution

| To | Amount |
|---|---|
| Perth Training and Obedience Dog Club – Annual | $1,791.24 |
| Carlisle Football Club – Winter Season | $13,934.00 |
| Curtin University Football Club – Winter Season | $7,090.10 |
| Curtin Victoria Park Cricket Club – Winter Season | $4,465.00 |
| Emerald Football Club – Winter Season | $4,033.60 |
| Fraser Park Football Club – Winter Season | $4,133.20 |
| Perth Royals Football Club – Winter Season | $6,149.80 |
| Victoria Park Soccer Club – Winter Season | $9,590.80 |
| TOTAL | $51,188.00 |

## Fee Waivers for COVID-19 Pandemic as per the April Special Council Meeting Resolution

| To | Amount |
|---|---|
| Curtin University Football Club – Summer Season | $2,024.00 |
| Curtin University Football Club – Winter Season | $37,451.20 |
| Carlisle Cricket Club – Summer Season | $4,627.00 |
| Victoria Park Soccer Club – Winter Season | $6,686.20 |
| Vic Park Raiders Junior Football Club – Winter Season | $58,009.00 |
| South Perth Junior Cricket Club – Summer Season | $60,672.40 |
| TOTAL | $169,470.00 |

## Cash Sponsorship

| To | Amount |
|---|---|
| Awards Australia | $12,950.00 |
| Movies by Burswood | $17,500.00 |
| Pride Western Australia Inc. | $7,500.00 |
| Property ESP Pty Ltd | $5,000.00 |
| Southcare Inc. | $5,000.00 |
| Stopping Family Violence Inc. | $10,000.00 |
| Town Team Movement Ltd | $10,000.00 |
| VenuesLive Management | $5,000.00 |
| Total | $72,950.00 |

## In Kind Sponsorship (Fee Waiver)

| To | Amount |
|---|---|
| Corporate Sports Australia | $4,545.45 |
| Event Mill | $13,816.44 |
| Rotary Club of Victoria Park | $2,090.91 |
| RSPCA WA (Inc) | $1,102.73 |
| Victoria Park Primary Parents and Citizens | $1,170.91 |
| Total | $22,726.44 |

## Place Grants

| To | Amount |
|---|---|
| Vic Park Collective – Park Flicks | $4,621.00 |
| Vic Park Collective – Town Team Conference | $830.00 |
| Lathlain Primary School Parents and Citizens – Christmas Carols | $3,873.20 |
| Burswood Neighbourhood Watch – Neighbour Event | $2,236.00 |
| Vic Park Collective – Projection Fest | $2,840.00 |
| Total | $14,400.27 |

## Urban Forest Grants

| To | Amount |
|---|---|
| Vic Park Connect – Connect Canopy Project | $9,400.00 |
| Kent Street High School P&C – Urban Forest Initiative | $9,975.00 |
| Millennium Kids – Patrick's Postcards | $4,037.00 |
| Total | $23,412.00 |

## Street Meet 'n' Greet

| To | Amount |
|---|---|
| 9 Street Celebrations | $3,014.91 |
| 14 Neighbourhood Get Togethers | $2,473.82 |
| Total | $5,488.73 |

## CCTV Partnership Project

| To | Amount |
|---|---|
| 90 Partnerships Established | $66,478.00 |
| Total | $66,478.00 |

## Security Incentive Scheme

| To | Amount |
|---|---|
| 58 Rebates Provided | $9,800 |
| Total | $9,800 |

## Adopt a Verge

| To | Amount |
|---|---|
| 26 Approved Applicants | $13,000 |
| Total | $13,000 |

# Operating Subsidies Reporting

## S1 - A healthy community

## S2 - An informed and knowledgeable community

## S3 - An empowered community with a sense of pride and belonging

## EN5 – Appropriate and sustainable facilities for everyone that are well built, maintained and managed

### Connect Victoria Park

A well-established community organisation, Connect Victoria Park of WA Inc. has been active for 60 years in Victoria Park. Connect Victoria Park's twofold mission is to provide access to affordable housing for low income people over 60, and to create opportunities for older people to connect with each other and build a sense of community.
In addition to residential units on Mackie and Cargill streets, Connect Victoria Park run a well-known community venue, The Homestead, on 5 Mackie Street.

At The Homestead, community members over 55 years attend regular fitness and exercise classes, a creative writing group, meet others to go for a walk or a bike ride, have lunch with friends every Tuesday and a delightful sundowner on the last Friday of every month. The Homestead run's special and one-off events to help people age successfully and create meaningful connections.

Since January 2018, Connect Victoria Park has been implementing Western Australia's first Village Hub, building a community of people 55+ who help each other, share knowledge and skills to be able to enjoy full and purposeful lives.

During the 2019-2020 Financial Year, Connect Victoria Park programs attracted and supported over 11,000 participants.

During this period Connect Victoria Park ran a number of programs and initiatives including:

- Culture Connect – a partnership between Connect Victoria Park, Wanjoo, Ursula Frayne Catholic College and Kent Street High School to participate in Intergenerational Noongar Singing
- Victoria Park Community Centre, Befriend Inc, Active Mental Health and Town of Victoria Park Digital Hub – production of step-by-step guide on how to use Zoom for online video-conferencing after physical distance restrictions were put in place due to Covid-19, as well as planning and running Skillshare Zoom with Friends online tutorial to keep Vic Park community members connected during self-isolation
- Curtin University and Independent Living Assessment - Connect Victoria Park began working with Curtin University and Independent Living Assessment to design a holistic Wellness Program and a research project to measure its impact. The Connect 60+ Mind, Body and Soul wellness program will being in July 2020.

When surveyed:

- 92.63% of participants reported that Connect Victoria Park programs and initiatives made them feel welcome and included
- 88% said learnt new things
- 88% experienced increased physical activity, and
- 83% felt more connected to people in the community.

### Victoria Park Centre for the Arts

The Victoria Park Centre for the Arts encourages, stimulates and promotes local arts and cultural activities for established and emerging artists of all persuasions.

The Victoria Park Centre for the Arts is an integral part of the Town's art scene and work with members, tutors, artists, partners and the community, to facilitate and nurture creative and cultural growth in the community. The Victoria Park Centre for the Arts provides a meeting place for community, artists and those interested in the arts, a cross-section of workshops, exhibitions and events, a gift shop showcasing the work of local artists and advocate for the arts.

During the 2019-2020 Financial Year, Victoria Park Centre for the Arts programs and initiatives attracted and supported over 3,000 participants. During this period the Victoria Park Centre for the Arts ran a number of programs and initiatives including:

- Create Connect - A series of workshops to support and encourage development of creative and artistic abilities for people with complex disabilities.
- English Conversation Sessions - A series of sessions and workshops offered free to CaLD members of the community allowing participants to practice their English language skills in every day community situations (shopping, visits to the doctor, library, employment).

### Harold Hawthorn Community Centre

Harold Hawthorne Community Centre has been supporting and enhancing the quality and vibrancy of life for people within our community since 1968. Offering a Community Centre, over 55's Village, home and community support as well as employment and volunteering programs. Harold Hawthorne's mission is to support the independence and overall wellbeing of seniors and younger people with disabilities in the local community.

During the 2019-2020 Financial Year, Harold Hawthorne programs and initiatives attracted and supported:

- over 8,000 participants in the Active Living programs which are designed to provide opportunities for community members to connect, socialise and learn new skills (activities, events, venue hire etc)
- the delivery and provision of over 24,000 meals
- over 800 people to stay in their own homes longer by providing over 43,000 hours of home care and social support services
- 6,779 transport trips for people to attend medical appointments and to access the community
- volunteers and students with opportunities to volunteer over 11,000 hours.

### Perth Football Club

The Town continues to provide an operating/maintenance subsidy to the Perth Football Club for the responsibility of maintaining the Lathlain Oval grounds and also for the operations and maintenance of the Perth Football Club facility. The subsidy essentially assists in offsetting some of the Town's financial responsibility for the day to day operational and maintenance costs of this facility.

## Lease Reductions/Peppercorn Leases

| Property Address | Premises | Type of Contract | Other Parties | Rent | Rental Valuation (per annum nett of GST and outgoings) |
|---|---|---|---|---|---|
| 248 Gloucester Street, Victoria Park | Sporting Group office space within Leisurelife | Lease | Perth Basketball Association Inc | $4,400.00 | $4,000.00 |
| 248 Gloucester Street, Victoria Park | Office space within Leisurelife | Lease | Agility Rehabilitation | $5,808.00 | $4,000.00 |
| 248 Gloucester Street, Victoria Park | Community Group office space within Leisurelife | Lease | WA Disabled Sports Association Inc | $15,125.04 | $13,750.00 |
| 248 Gloucester Street, Victoria Park | Family Centre Building and Courtyard – Community Group via Department of Communities | Lease | Minister for Community Welfare | $1.00 | $33,000.00 |
| 248 Gloucester Street, Victoria Park | Leisurelife Café | N/A | Vacant | $ – | $12,500.00 |
| 42 Somerset Street, East Victoria Park | Aqualife Café | N/A | Vacant | $ – | $12,500.00 |
| 1–5 Sussex Street | Billabong Child Care Centre – Community Group via Department of Communities | Lease | Minister for Community Welfare | $1.00 | $80,000 – $100,000 |
| 2 Lathlain Place | Scout Hall and Grounds | Lease | The Scout Association of Australia (WA Branch) | $1.00 | $13,000 – $15,000 |
| 6 Lathlain Place | Keith Hayes Community Centre | Lease | Child Adolescent Health Service (Unit 1) | $1.00 | $26,000.00 |
| 6 Lathlain Place | Keith Hayes Community Centre | Lease | Carlisle/Victoria Park Toy Library Inc (Unit 2) | $1.00 | $31,500.00 |
| 6 Lathlain Place | Keith Hayes Community Centre | Lease | Lathlain Playgroup Inc (Unit 3) | $1.00 | $34,000.00 |
| 29 Sussex Street, East Victoria Park | Community Law Centre Building | Lease | Sussex Street Community Law Service Inc | $4,000.00 | $40,000.00 |
| 12 Kent Street | House, Art Workshop and Land | Lease | Victoria Park Centre for the Arts Inc | $1.00 | $30,000.00 |
| 34 Goddard Street | Sporting Group - Lathlain Park Grandstand and Clubrooms | Lease | Perth Football Club Inc | $1.00 | Not Determined |
| 42 Bishopsgate Street | Sporting Group – Lathlain Ovals and Administration Building | Lease | Indian Pacific Ltd (West Coast Eagles Football Club) | $10.00 | $415,000.00 |
| 31 Rushton Street | Sporting Group - Croquet Club Building and Courts | Lease | Victoria Park Croquet Club Inc | $1.00 | Not Determined |
| 1 Fred Bell Parade, East Victoria Park (Higgins Park) | Hall and Grounds | Lease | The Returned and Services League of Australia Inc (WA Branch) | $1.00 | $50,000.00 |
| Lot 256 Garland Street | Shed – Wildlife Rescue Centre | No formal agreement | Malubilai Wildlife Carers Group | $ – | $3,500.00 |
| 500 Albany Highway | Community Garden | Lease | Victoria Park Community Garden Association Inc | $1.00 | Not Determined |
| 98 Rutland Avenue | Community Garden | Lease | Victoria Park Community Garden Association Inc | $1.00 | Not Determined |
| 6 Sunbury Road | Community Garden | Lease | Victoria Park Community Garden Association Inc | $2,000.00 | $2,000.00 |
| 190–192 Rutland Avenue, Carlisle also known as 2 Memorial Avenue | Senior Citizen Centre, Carlisle Memorial Hall and Frail Aged day Care Centre | Lease | Harold Hawthorn Community Centre Inc | $1.00 | $222,000.00 |
| 4–6 Memorial Avenue, Carlisle | Senior Citizens Aged Persons Units | Lease | Harold Hawthorn Community Centre Inc | $1.00 | $82,882,500.00 |
| 51 Anketell Street/63 Kent Street, Kensington | KPCYC Buildings and Land | Sub-Lease | The Federation of Western Australia Police and Citizens Youth Centres Inc | $1.00 | Not Determined |
| Playfield Street | Sporting Group – Tennis Courts and Hall | Lease | Higgins Park Tennis Club Inc | $2,418.76 | $42,500.00 |
| Weston Street, Carlisle (Fletcher Park) | Sporting Group - Fletcher Park Building | Seasonal Lease Agreement | Perth Cricket Club Inc | $2,919.31 | Not Determined |
| 18 Kent Street | Sporting Group - Bowling Club Building and Greens | Lease | Victoria Park Carlisle Bowling Club Inc | $7,428.32 | $60,000.00 |
| Weston Street, Carlisle (Fletcher Park) | Sporting Group - Fletcher Park Building | Seasonal Lease Agreement | Victoria Park Xavier Hockey Club Inc | $2,919.31 | Not Determined |
| 21 Lichfield Street (Read Park) | House and Land | N/A | Vacant | $ – | $15,000 – $16,000 |
| 15 Hillview Terrace, East Victoria Park | Hillview Clinic | Lease | Disability Services Commision | $1.00 | Not Determined |
| 6 Temple Street | Dental Clinic | Lease | Dental Health Service of WA | $1.00 | $70,000.00 |
| 4 Temple Street | Infant Health Clinic | No formal agreement | Health Department of WA | $1.00 | $29,000.00 |

**For more information or to request this document in an alternative format, contact:**

## Town of Victoria Park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**Town of Victoria Park**
**Financial Report**
**For the year ended 30 June 2020**

*Local Government Act 1995*
*Local Government (Financial Management) Regulations 1996*

**Statement by the Chief Executive Officer**

The attached financial report of the Town of Victoria Park for the financial year ended 30 June 2020 is based on proper accounts and records to present fairly the financial position of the Town of Victoria Park at 30 June 2020 and the results of the operations for the financial year then ended in accordance with the *Local Government Act 1995* and, to the extent that they are not inconsistent with the Act, the Australian Accounting Standards.

Signed on the 14th day of May 2021

Anthony Vuleta
Chief Executive Officer

**Town of Victoria Park**
**For the year ended 30 June 2020**

**Statement of Comprehensive Income - By Nature and Type**

| | Note | 2020 Actual | 2020 Budget | 2019 Actual |
|---|---|---|---|---|
| | | $ | $ | $ |
| **Revenue** | | | | |
| Rates | 26 | 46,943,703 | 46,391,068 | 46,436,093 |
| Grants and Contributions - Operating | 2 (a) | 4,046,472 | 3,457,000 | 1,993,361 |
| Fees and Charges | 2 (a) | 8,095,719 | 9,943,930 | 9,664,339 |
| Service Charges | 2 (a) | 0 | 0 | 52 |
| Interest Earnings | 2 (a) | 1,042,332 | 1,255,000 | 1,563,810 |
| Other Revenue | 2 (a) | 974,813 | 447,000 | 397,478 |
| | | **61,103,041** | **61,493,998** | **60,055,134** |
| **Expenses** | | | | |
| Employee Costs | | (22,980,033) | (22,336,132) | (22,942,658) |
| Materials and Contracts | | (26,717,753) | (26,718,645) | (19,473,541) |
| Utility Charges | | (1,572,770) | (1,430,000) | (1,620,113) |
| Depreciation | 11 | (9,464,247) | (9,384,500) | (9,177,539) |
| Interest Expense | 2 (b) | (258,419) | (205,000) | (292,110) |
| Insurance | | (474,456) | (665,700) | (450,619) |
| Other Expense | | (1,921) | (143,500) | (4,616) |
| | | **(61,469,600)** | **(60,883,477)** | **(53,961,195)** |
| | | **(366,559)** | **610,521** | **6,093,939** |
| Non-operating grants, subsidies and contributions | 2 (a) | 6,679,123 | 8,741,000 | 1,367,729 |
| Profit on Asset Disposal | 10 | 34,437 | 57,600 | 371,147 |
| Loss on Asset Disposal | 10 | (46,212) | (45,532) | (526,165) |
| Profit from sale of land (TPRC Joint Arrangement) | 34(b) | 362,936 | 0 | 545,910 |
| Revaluation decrement on Property Plant and Equipment | | (714,912) | 0 | 0 |
| Revaluation decrement on Infrastructure | | (10,138,889) | 0 | 0 |
| Change in Equity WA Local Government House Trust | 24 | 1,868 | 0 | 4,101 |
| Net Share of Interest in Associate | 23(d) | (37,435) | 0 | 190,288 |
| | | **(3,859,084)** | **8,753,068** | **1,953,009** |
| **Net Result for the period** | | **(4,225,643)** | **9,363,589** | **8,046,948** |
| **Other Comprehensive Income** | | | | |
| *Items that will not be reclassified subsequently to profit or loss* | | | | |
| Changes in asset revaluation | 14 | (359,857,437) | 0 | 134,096 |
| **Total Other Comprehensive (Loss)/Income for the period** | | **(359,857,437)** | **0** | **134,096** |
| **Total Comprehensive (Loss)/Income for the period** | | **(364,083,080)** | **9,363,589** | **8,181,044** |

*This statement is to be read in conjunction with the accompanying notes.*

**Statement of Comprehensive Income - By Program**

| | Note | 2020 Actual | 2020 Budget | 2019 Actual |
|---|---|---|---|---|
| | | $ | $ | $ |
| **Revenue** | | | | |
| General Purpose Funding | | 49,556,068 | 48,953,068 | 49,209,126 |
| Governance | | 0 | 0 | 0 |
| Law, Order and Public Safety | | 2,342,900 | 3,163,575 | 3,071,057 |
| Health | | 251,169 | 292,700 | 297,134 |
| Education and Welfare | | 147,567 | 214,100 | 263,298 |
| Community Amenities | | 1,217,034 | 1,202,780 | 1,267,870 |
| Recreation and Culture | | 6,232,993 | 6,430,575 | 4,446,068 |
| Transport | | 370,641 | 287,000 | 495,405 |
| Economic Services | | 521,685 | 402,000 | 363,702 |
| Other Property and Services | | 462,984 | 548,200 | 641,474 |
| | | **61,103,041** | **61,493,998** | **60,055,134** |
| **Expenses excluding Finance Costs** | | | | |
| General Purpose Funding | | (1,200,592) | (1,651,318) | (895,661) |
| Governance | | (744,637) | (681,402) | (614,946) |
| Law, Order and Public Safety | | (3,654,797) | (4,365,170) | (4,010,945) |
| Health | | (1,413,124) | (1,572,192) | (1,632,252) |
| Education and Welfare | | (1,666,129) | (1,818,297) | (1,428,122) |
| Community Amenities | | (8,914,131) | (8,894,783) | (8,232,034) |
| Recreation and Culture | | (16,942,670) | (17,743,559) | (16,166,765) |
| Transport | | (13,213,393) | (13,245,860) | (13,269,978) |
| Economic Services | | (6,928,231) | (2,387,378) | (1,785,428) |
| Other Property and Services | | (6,533,478) | (8,318,518) | (5,632,953) |
| | | **(61,211,181)** | **(60,678,477)** | **(53,669,085)** |
| **Finance Costs** | | | | |
| General Purpose Funding | | (18,994) | 0 | 0 |
| Law, Order and Public Safety | | (23,071) | (38,500) | (52,875) |
| Recreation and Culture | | (82,452) | (89,000) | (128,711) |
| Economic Services | | 0 | 0 | (10,534) |
| Other Property and Services | | (133,902) | (77,500) | (99,989) |
| | | **(258,419)** | **(205,000)** | **(292,110)** |
| Non-operating grants, subsidies and contributions | 2 (a) | 6,679,123 | 8,741,000 | 1,367,729 |
| Profit on disposal of assets | 10 | 34,437 | 57,600 | 371,147 |
| Loss on disposal of assets | 10 | (46,212) | (45,532) | (526,165) |
| Profit from sale of land (TPRC Joint Arrangement) | 34(b) | 362,936 | 0 | 545,910 |
| Revaluation decrement on Property Plant and Equipment | | (714,912) | 0 | 0 |
| Revaluation decrement on Infrastructure | | (10,138,889) | 0 | 0 |
| Change in Equity WA Local Government House Trust | 24 | 1,868 | 0 | 4,101 |
| Net Share of Interest in Associate | 23(d) | (37,435) | 0 | 190,288 |
| **Net Result for the period** | | **(4,225,644)** | **9,363,589** | **8,046,948** |
| **Other Comprehensive Income** | | | | |
| *Items that will not be reclassified subsequently to profit or loss* | | | | |
| Changes in asset revaluation | | (359,857,437) | 0 | 134,096 |
| **Total Other Comprehensive (Loss)/Income for the period** | | **(359,857,437)** | **0** | **134,096** |
| **Total Comprehensive (Loss)/Income for the period** | | **(364,083,080)** | **9,363,589** | **8,181,044** |

*This statement is to be read in conjunction with the accompanying notes.*

**Town of Victoria Park**
**As at 30 June 2019**

**Statement of Financial Position**

| | Note | 30 June 2020 Actual $ | 30 June 2019 Actual $ |
|---|---|---|---|
| **Current Assets** | | | |
| Cash and Cash Equivalents | 3 (a) | 45,086,829 | 50,512,621 |
| Trade and Other Receivables | 5 (a) | 4,203,836 | 4,008,731 |
| Other Financial Assets | 3 (a) | 16,000,000 | 0 |
| Inventories | 6 (a) | 504,086 | 540,877 |
| **TOTAL CURRENT ASSETS** | | **65,794,751** | **55,062,229** |
| **Non-Current Assets** | | | |
| Trade and Other Receivables | 5 (b) | 308,982 | 354,097 |
| Inventories | 6 (b) | 492,627 | 517,971 |
| Property, Plant and Equipment | 7 | 272,949,273 | 669,420,031 |
| Infrastructure | 8 | 266,523,200 | 232,703,706 |
| Financial Assets at Fair Value through Profit and Loss | 24 | 36,903 | 35,035 |
| Investments accounted for using equity method | 23 (a) | 9,593,401 | 9,790,955 |
| Right of Use Assets | 12 (a) | 150,386 | 0 |
| **TOTAL NON-CURRENT ASSETS** | | **550,054,772** | **912,821,794** |
| **Total Assets** | | **615,849,522** | **967,884,023** |
| **Current Liabilities** | | | |
| Trade and Other Payables | 15 | 5,446,139 | 5,720,305 |
| Contract Liability | 16 | 376,463 | 4,145,290 |
| Lease Liability | 12 (b) | 64,155 | 0 |
| Borrowings | 17 | 3,149,536 | 1,664,220 |
| Employee related Provisions | 18 | 4,293,471 | 4,229,474 |
| **TOTAL CURRENT LIABILITIES** | | **13,329,764** | **15,759,289** |
| **Non-Current Liabilities** | | | |
| Lease Liability | 12 (b) | 93,746 | 0 |
| Borrowings | 17 | 16,785,885 | 2,188,498 |
| Employee related Provisions | 18 | 494,612 | 334,677 |
| **TOTAL NON-CURRENT LIABILITIES** | | **17,374,244** | **2,523,175** |
| **Total Liabilities** | | **30,704,008** | **18,282,465** |
| **Net Assets** | | **585,145,514** | **949,601,558** |
| **Equity** | | | |
| Retained Surplus | | 94,616,166 | 112,384,879 |
| Reserves - Cash Backed | | 45,567,473 | 32,397,367 |
| Revaluation Surplus | 14 | 444,961,876 | 804,819,312 |
| **TOTAL EQUITY** | | **585,145,514** | **949,601,558** |

*This statement is to be read in conjunction with the accompanying notes.*

**Statement of Changes in Equity**

| | Note | Retained Surplus | Reserves Cash Backed | Revaluation Surplus | Total Equity |
|---|---|---|---|---|---|
| | | $ | $ | $ | $ |
| **Balance as at 1 July 2018** | | 107,376,224 | 31,086,162 | 802,958,128 | **941,420,514** |
| Comprehensive income | | | | | |
| Net Result for the period | | 8,046,948 | 0 | 0 | **8,046,948** |
| Other Comprehensive Income | | | | | |
| Changes on Revaluation of Non-Current Assets | | 0 | 0 | 134,096 | **134,096** |
| Total Comprehensive Income | | **8,046,948** | **0** | **134,096** | **8,181,044** |
| Transfer From / (To) Reserves | | (1,311,206) | 1,311,206 | 0 | **0** |
| Transfer on disposals | | 753,621 | 0 | (753,621) | **0** |
| Adjustment to Revaluation Surplus | | (2,480,709) | 0 | 2,480,709 | **0** |
| **Balance as at 30 June 2019** | | **112,384,879** | **32,397,368** | **804,819,312** | **949,601,558** |
| Change in accounting policy - 1 July 2019 | 39 | (372,964) | 0 | 0 | (372,964) |
| **Restated total Equity as at 1 July 2019** | | **112,011,915** | **32,397,368** | **804,819,312** | **949,228,594** |
| Comprehensive income | | | | | |
| Net Result for the period | | (4,225,643) | 0 | 0 | **(4,225,643)** |
| Other Comprehensive Income | | | | | |
| Changes on Revaluation of Non-Current Assets | 14 | 0 | 0 | (359,857,437) | **(359,857,437)** |
| Total Comprehensive Income | | **(4,225,643)** | **0** | **(359,857,437)** | **(364,083,080)** |
| Transfer From / (To) Reserves | | (13,170,106) | 13,170,106 | 0 | **(0)** |
| **Balance as at 30 June 2020** | | **94,616,166** | **45,567,473** | **444,961,876** | **585,145,515** |

*This statement is to be read in conjunction with the accompanying notes.*

## Statement of Cash Flows

| | Note | 2020 Actual $ | 2020 Budget $ | 2019 Actual $ |
|---|---|---|---|---|
| **Cash Flows from Operating Activities** | | | | |
| **Receipts** | | | | |
| Rates | 26 | 46,097,265 | 46,391,068 | 45,659,220 |
| Grants and Contributions - Operating | 2 (a) | 4,046,472 | 3,457,000 | 1,993,361 |
| Fees and Charges | | 9,005,765 | 9,943,930 | 13,061,801 |
| Service Charges | | 8,514 | 0 | 0 |
| Interest Earnings | | 1,042,332 | 1,255,000 | 1,563,810 |
| Goods and Services Tax | | 3,687,654 | 2,000,000 | 1,892,643 |
| Other Revenue | | 974,813 | 447,000 | 260,708 |
| | | **64,862,816** | **63,493,998** | **64,431,543** |
| **Payments** | | | | |
| Employee Costs | | (22,696,189) | (22,336,132) | (23,123,065) |
| Materials and Contracts | | (27,547,336) | (26,794,177) | (16,848,155) |
| Utility Charges | | (1,572,770) | (1,400,000) | (1,620,113) |
| Interest Expense | | (258,419) | (205,000) | (292,110) |
| Insurance | | (474,456) | (665,700) | (450,620) |
| Goods and Services Tax | | (3,687,654) | (2,000,000) | (2,659,263) |
| Other Expense | | (39,356) | (143,500) | (4,616) |
| | | **(56,276,181)** | **(53,544,509)** | **(44,997,942)** |
| **Net Cash Provided by (used in) operating Activities** | 19(a) | **8,586,635** | **9,949,489** | **19,433,602** |
| **Cash Flows from Investing Activities** | | | | |
| Payments for property, plant and equipment | 7 | (3,645,040) | (5,236,450) | (6,160,437) |
| Payments for construction of Infrastructure | 8 | (13,760,131) | (20,897,935) | (5,088,749) |
| Non-operating grants, subsidies and contributions | 2 (a) | 2,910,296 | 8,741,000 | 1,367,729 |
| Proceeds from sale of property plant and equipment | 10 | 192,357 | 288,000 | 1,357,154 |
| Distribution from Associate | 23 | 250,000 | 0 | 333,333 |
| Payments for term deposits | 3(b) | (16,000,000) | 0 | 0 |
| **Net Cash Provided by / (Used in) Investing Activities** | | **(30,052,517)** | **(17,105,385)** | **(8,190,971)** |
| **Cash Flows from Financing Activities** | | | | |
| Repayment of borrowings | 17 | (2,067,297) | (2,068,499) | (2,369,581) |
| Payment for principal portion of lease liabilities | 12 | (42,613) | 0 | 0 |
| Proceeds from new borrowings | 17 | 18,150,000 | 0 | 0 |
| **Net Cash Provided by / (Used in) Financing Activities** | | **16,040,090** | **(2,068,499)** | **(2,369,581)** |
| **Net Increase / (Decrease) in Cash Held** | | (5,425,793) | (9,224,395) | 8,873,050 |
| Cash and Cash Equivalents at Beginning of Year | | 50,512,621 | 43,505,733 | 41,639,572 |
| **Cash and Cash Equivalents at End of Year** | 3 (a) | **45,086,829** | **34,281,338** | **50,512,621** |

*This statement is to be read in conjunction with the accompanying notes.*

## Rate Setting Statement

| | Note | 2020 Actual | 2020 Budget | 2019 Actual |
|---|---|---|---|---|
| | | $ | $ | $ |
| **Operating Activities** | | | | |
| **Revenue from Operating Activities (excluding Rates)** | | | | |
| General Purpose Funding | | 2,975,301 | 2,562,000 | 3,318,943 |
| Law, Order and Public Safety | | 2,346,976 | 3,164,666 | 3,077,302 |
| Health | | 251,169 | 292,700 | 297,134 |
| Education and Welfare | | 147,567 | 214,100 | 263,298 |
| Community Amenities | | 1,217,034 | 1,202,780 | 1,268,607 |
| Recreation and Culture | | 6,232,993 | 6,437,166 | 4,773,730 |
| Transport | | 370,641 | 334,325 | 495,405 |
| Economic Services | | 521,685 | 402,000 | 558,091 |
| Other Property and Services | | 493,345 | 550,793 | 677,977 |
| | | **14,556,711** | **15,160,530** | **14,730,486** |
| **Expenditure from Operating Activities** | | | | |
| General Purpose Funding | | (1,219,585) | (1,651,318) | (895,661) |
| Governance | | (744,637) | (681,402) | (614,946) |
| Law, Order and Public Safety | | (14,531,670) | (4,412,486) | (4,068,620) |
| Health | | (1,413,124) | (1,572,192) | (1,632,252) |
| Education and Welfare | | (1,666,129) | (1,818,297) | (1,428,122) |
| Community Amenities | | (8,914,131) | (8,894,783) | (8,232,034) |
| Recreation and Culture | | (17,030,209) | (17,846,825) | (16,314,527) |
| Transport | | (13,213,393) | (13,245,860) | (13,269,978) |
| Economic Services | | (6,963,798) | (2,397,832) | (1,799,962) |
| Other Property and Services | | (6,708,505) | (8,408,014) | (6,095,881) |
| | | **(72,405,180)** | **(60,929,009)** | **(54,351,984)** |
| **Net Result Excluding Rates** | | **(57,848,469)** | **(45,768,479)** | **(39,621,497)** |
| Non-cash amounts excluded from operating activities | | 20,248,878 | 9,372,432 | 8,579,409 |
| **Amount attributable to operating activities** | 31 | **20,248,878** | **9,372,432** | **8,579,409** |
| **Investing Activities** | | | | |
| Purchase Land | 7 | (7,527) | (71,000) | (3,702,939) |
| Purchase Buildings | 7 | (2,228,197) | (2,606,400) | (1,249,848) |
| Purchase Furniture and Equipment | 7 | (150,012) | (183,400) | (139,566) |
| Purchase Plant and Machinery | 7 | (776,394) | (1,265,000) | (578,496) |
| Purchase Information Technology | 7 | (482,909) | (1,110,650) | (489,587) |
| Construction of Infrastructure - Roads | 8 | (3,995,994) | (6,217,360) | (2,528,128) |
| Construction of Infrastructure - Drainage | 8 | (315,389) | (497,700) | (171,538) |
| Construction of Infrastructure - Pathways | 8 | (1,500,427) | (2,225,055) | (230,022) |
| Construction of Infrastructure - Parks / Reserves | 8 | (6,747,122) | (10,816,820) | (1,883,708) |
| Construction of Infrastructure - Other | 8 | (1,201,199) | (1,141,000) | (275,353) |
| Proceeds from Disposal of Assets | 10 | 192,357 | 288,000 | 1,357,154 |
| Distribution from Associate | 23 | 250,000 | 0 | 333,333 |
| Non-Operating Grants, Subsidies and Contributions | 2 (a) | 6,679,123 | 8,741,000 | 1,367,729 |
| | | **(10,283,690)** | **(17,105,385)** | **(8,190,971)** |
| Non-cash amounts excluded from investing activities | | **0** | **0** | **0** |
| **Amount attributable to investing activities** | | **(10,283,690)** | **(17,105,385)** | **(8,190,971)** |

**Rate Setting Statement (continued)**

| | Note | 2020 Actual | 2020 Budget | 2019 Actual |
|---|---|---|---|---|
| | | $ | $ | $ |
| **Financing Activities** | | | | |
| Debenture Repayments | 17 | (2,067,298) | (2,068,499) | (2,369,582) |
| Payment for principal portion of lease liabilities | 12 | (42,613) | 0 | 0 |
| Transfers to Reserves | 4 | (24,155,190) | (3,516,000) | (5,828,606) |
| Transfers from Reserves | 4 | 10,985,084 | 6,276,000 | 4,517,400 |
| New Debenture Proceeds | 17 | 18,150,000 | 0 | 0 |
| **Amount attributable to financing activities** | | **2,869,984** | **691,501** | **(3,680,787)** |
| | | **(45,013,297)** | **(52,809,931)** | **(42,913,846)** |
| Add Surplus / (Deficit) July 1 B/Fwd | 31 | 7,688,282 | 6,418,862 | 4,539,000 |
| Less Surplus / (Deficit) June 30 C/Fwd | 31 | 9,618,689 | 0 | 8,061,246 |
| **Amount Required to be Raised from Rates** | 26 | **(46,943,704)** | **(46,391,068)** | **(46,436,092)** |

*This statement is to be read in conjunction with the accompanying notes.*

## 1 Basis of Preparation

The financial report comprises general purpose financial statements which have been prepared in accordance with Australian Accounting Standards (as they apply to local governments and not-for-profit entities) and Interpretations of the Australian Accounting Standards Board, and the Local Government Act 1995 and accompanying regulations.

**AMENDMENTS TO LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996**

The Local Government (Financial Management) Regulations 1996 take precedence over Australian Accounting Standards. Prior to 1 July 2019, Financial Management Regulation 16 arbitrarily prohibited a local government from recognising as assets Crown land that is a public thoroughfare, i.e. land under roads, and land not owned by but under the control or management of the local government, unless it is a golf course, showground, racecourse or recreational facility of State or regional significance. Consequently, some assets pertaining to vested land, including land under roads acquired on or after 1 July 2008, were not recognised in previous financial reports of the Town. This was not in accordance with the requirements of AASB 1051 Land Under Roads paragraph 15 and AASB 116 Property, Plant and Equipment paragraph 7.

From 1 July 2019, the Town has applied AASB 16 Leases which requires leases to be included by lessees in the statement of financial position. Also, the Local Government (Financial Management) Regulations 1996 have been amended to specify that vested land is a right-of-use asset to be measured at cost. All right-of-use assets (other than vested improvements) under zero cost concessionary leases are measured at zero cost (i.e. not included in the statement of financial position) rather than at fair value. The exception is vested improvements on concessionary land leases such as roads, buildings or other infrastructure which continue to be reported at fair value, as opposed to the vested land which is measured at zero cost. The measurement of vested improvements at fair value is a departure from AASB 16 which would have required the Town to measure any vested improvements at zero cost.

The Town has accounted for the removal of the vested land values associated with vested land previously recognised by removing the land value and associated revaluation reserve as at 1 July 2019. The comparative year amounts have been retained as AASB 16 does not require comparatives to be restated in the year of transition.

Therefore the departure from AASB 1051 and AASB 16 in respect of the comparatives for the year ended 30 June 2019 remains.

Accounting policies which have been adopted in the preparation of this financial report have been consistently applied unless stated otherwise. Except for cash flow and rate setting information, the report has been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

**NEW ACCOUNTING STANDARDS FOR APPLICATION IN FUTURE YEARS**

On 1 July 2020 the following new accounting standards are to be adopted:

- AASB 1059 Service Concession Arrangements: Grantors
- AASB 2018-7 Amendments to Australian Accounting Standards - Materiality

AASB 1059 Service Concession Arrangements: Grantors is not expected to impact the financial report.

Specific impacts of AASB 2018-7 Amendments to Australian Accounting Standards - Materiality, have not been identified.

**CRITICAL ACCOUNTING ESTIMATES**

The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses.

The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

**THE LOCAL GOVERNMENT REPORTING ENTITY**

All funds through which the Town controls resources to carry on its functions have been included in the financial statements forming part of this financial report.

In the process of reporting on the local government as a single unit, all transactions and balances between those funds (for example, loans and transfers between funds) have been eliminated.

All monies held in the Trust Fund are excluded from the financial statements. A separate statement of those monies appears at Note 37 to these financial statements.

## 2 Revenues and Expenses

### REVENUE AND INCOME RECOGNITION POLICY

Recognition of revenue and income is dependant on the source of revenue and the associated terms and conditions associated with each source of revenue and income and recognised as follows:

| Revenue Category | Nature of goods and services | When obligations typically satisfied | Payment terms | Returns/Refunds/ Warranties | Determination of transaction price | Allocating transaction price | Measuring obligations for returns | Revenue recognition |
|---|---|---|---|---|---|---|---|---|
| Rates | General Rates | Over time | Payment dates adopted by Council during the year | None | Adopted by council annually | When taxable event occurs | Not applicable | When rates notice is issued |
| Specified area rates | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Service charges | Charge for specific service | Over time | Payment dates adopted by Council during the year | Refund in event monies are unspent | Adopted by council annually | When taxable event occurs | Not applicable | When rates notice is issued |
| Grant contracts with customers | Community events, minor facilities, research, design, planning evaluation and services | Over time | Fixed terms transfer of funds based on agreed milestones and reporting | Contract obligation if project not complete | Set by mutual agreement with the customer | Based on the progress of works to match performance obligations | Returns limited to repayment of transaction price of terms breached | Output method based on project milestones and/or completion date matched to performance obligations as inputs are shared |
| Grants, subsidies or contributions for the construction of non-financial assets | Construction or acquisition of recognisable non-financial assets to be controlled by the local government | Over time | Fixed terms transfer of funds based on agreed milestones and reporting | Contract obligation if project not complete | Set by mutual agreement with the customer | Based on the progress of works to match performance obligations | Returns limited to repayment of transaction price of terms breached | Output method based on project milestones and/or completion date matched to performance obligations as inputs are shared |
| Grants with no contract commitments | General appropriations and contributions with no reciprocal commitment | No obligations | Not applicable | Not applicable | Cash received | On receipt of funds | Not applicable | When assets are controlled |
| Licences/ Registrations/ Approvals | Building, planning, development and animal management, having the same nature as a licence regardless of naming. | Single point in time | Full payment prior to issue | None | Set by State legislation or limited by legislation to the cost of provision | Based on timing of issue of the associated rights | No refunds | On payment and issue of the licence, registration or approval |
| Pool inspections | Compliance safety check | Single point in time | Equal proportion based on an equal annually fee | None | Set by State legislation | Apportioned equally across the inspection cycle | No refunds | After inspection complete based on a 4 year cycle. |
| Other inspections | Regulatory Food, Health and Safety | Single point in time | Full payment prior to inspection | None | Set by State legislation or limited by legislation to the cost of provision | Applied fully on timing of inspection | Not applicable | Revenue recognised after inspection event occurs |
| Waste management collections | Kerbside collection service | Over time | Payment on an annual basis in advance | None | Adopted by council annually | Apportioned equally across the collection period | Not applicable | Output method based on regular weekly and fortnightly period as proportionate to collection service |

Notes to, and forming part of, the Financial Report
For the year ended 30 June 2020

## 2 Revenues and Expenses

| | 2020 Actual | 2019 Actual |
|---|---|---|
| | $ | $ |
| **(a) Fees and Charges** | | |
| General Purpose Funding | 352,820 | 345,335 |
| Law, Order and Public Safety | 2,067,603 | 2,594,960 |
| Health | 235,570 | 281,617 |
| Education and Welfare | 140,280 | 247,924 |
| Community Amenities | 1,181,947 | 1,204,066 |
| Recreation and Culture | 3,276,513 | 4,402,084 |
| Transport | 199,107 | 129,582 |
| Economic Services | 476,634 | 330,901 |
| Other Property and Services | 165,244 | 127,871 |
| | **8,095,719** | **9,664,339** |

| | |
|---|---|
| **Grants and Contribution Revenue** | |
| **By Nature or Type** | |
| Grants and Contributions - Operating | 4,046,472 |
| Grants and Contributions - Non-Operating | 6,679,123 |
| | **10,725,595** |

| **By Program** | Grants and Contributions Non-Operating 2020 | Grants and Contributions Operating 2020 | 2019 |
|---|---|---|---|
| | $ | $ | $ |
| General Purpose Funding | 0 | 1,204,876 | 1,162,477 |
| Law, Order and Public Safety | 0 | 86,728 | 423,307 |
| Health | 0 | 0 | 105 |
| Education and Welfare | 0 | 0 | 11,340 |
| Recreation and Culture | 4,200,177 | 2,586,520 | 29,100 |
| Transport | 1,515,458 | 166,712 | 1,732,516 |
| Economic Services | 0 | 1,636 | 0 |
| Other Property and Services | 963,488 | 0 | 2,245 |
| | **6,679,123** | **4,046,472** | **3,361,090** |

**SIGNIFICANT ACCOUNTING POLICIES**

**Grants, subsidies and contributions**

Operating grants, subsidies and contributions are grants, subsidies or contributions that are not non-operating in nature.
Non-operating grants, subsidies and contributions are amounts received for the acquisition or construction of recognisable non-financial assets to be controlled by the local government.

**Fees and Charges**

Revenue (other than service charges) from the use of facilities and charges made for local government services, sewerage rates, rentals, hire charges, fee for service, photocopying charges, licences, sale of goods or information, fines, penalties and administration fees.

## 2 Revenues and Expenses (continued)

| Revenue from statutory requirements | 2020 Actual $ | 2020 Budget $ | 2019 Actual $ |
|---|---|---|---|
| Revenue from statutory requirements was recognised during the year for the following nature or types of goods or services: | | | |
| General rates | 46,943,703 | 46,108,879 | 46,436,093 |
| Service charges | 0 | 0 | 52 |
| Statutory permits and licences | 497,220 | 416,500 | 353,415 |
| Fines | 1,061,328 | 1,392,498 | 1,400,957 |
| **Assets and services acquired below fair value** | | | |
| Contributed low value assets | 359,290 | 0 | 0 |
| **Other Revenue** | | | |
| Reimbursements and Recoveries | 529,459 | 627,654 | 388,817 |
| Other | 445,354 | 48,909 | 8,661 |
| | 974,813 | 676,563 | 397,478 |
| **Interest Earnings** | | | |
| Investments - Reserve Funds | 276,592 | 351,500 | 542,514 |
| Investments - Other Funds | 276,378 | 450,000 | 526,949 |
| Interest - Rates | 482,191 | 442,000 | 481,611 |
| Other Interest Revenue | 7,172 | 11,500 | 12,736 |
| | **1,042,332** | **1,255,000** | **1,563,810** |

**SIGNIFICANT ACCOUNTING POLICIES**

**Interest earnings**

Interest income is calculated by applying the effective interest rate to the gross carrying amount of a financial asset except for financial assets that subsequently become credit-impaired.

For credit-impaired financial assets the effective interest rate is applied to the net carrying amount of the financial asset (after deduction of the loss allowance). Interest income is presented as finance income where it is earned from financial assets that are held for cash management purposes.

| (b) Expenses | Note | 2020 Actual $ | 2020 Budget $ | 2019 Actual $ |
|---|---|---|---|---|
| **Auditors remuneration** | | | | |
| Audit of the Annual Financial Report | | 42,000 | 74,000 | 33,521 |
| Other services | | 0 | 0 | 0 |
| | | 42,000 | 74,000 | 33,521 |
| **Interest expenses (finance costs)** | | | | |
| Borrowings | 17 | 239,425 | 205,000 | 292,110 |
| Lease liabilities | 12 | 18,994 | 0 | 0 |
| | | 258,419 | 205,000 | 292,110 |
| **Other Expenditure** | | | | |
| Impairment loss on trade and other receivables | | 49,500 | 0 | 345,563 |

Notes to, and forming part of, the Financial Report
For the year ended 30 June 2020

## 3 Cash and Cash Equivalents and Other Financial Assets

| | Note | 2020 Actual | 2019 Actual |
|---|---|---|---|
| | | $ | $ |
| **(a) Cash and Cash Equivalents** | | | |
| Cash at bank | | 45,078,644 | 50,503,616 |
| Cash on Hand | | 8,185 | 9,005 |
| | | **45,086,829** | **50,512,621** |
| **(b) Other Financial Assets** | | | |
| Term Deposits | | 16,000,000 | 0 |
| | | **16,000,000** | **50,512,621** |
| **(c) Restricted Cash and Cash Equivalents and Other Financial Assets** | | | |
| The following funds have restrictions on them imposed by regulations or other externally imposed requirements which limit or direct the purpose for which the resources may be used: | | | |
| - Cash and cash equivalents | | 43,141,590 | 36,542,657 |
| - Financial assets at amortised cost | | 16,000,000 | 0 |
| | | 59,141,590 | 36,542,657 |
| The restricted assets are a result of the following specific purposes to which the assets may be used: | | | |
| Reserves - cash or term deposits backed | 4 | 45,567,473 | 32,397,367 |
| Contract liabilities from contracts with customers | 16 | 138,463 | 127,550 |
| Unspent grants, subsidies and contributions | 16 | 238,000 | 4,017,740 |
| Unspent loans | | 13,197,654 | 0 |
| **Total restricted assets** | | 59,141,590 | 36,542,657 |

### SIGNIFICANT ACCOUNTING POLICIES

**Cash and cash equivalents**
Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks and other short term highly liquid investments with original maturities of three months or less that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value and bank overdrafts. Bank overdrafts are reported as short term borrowings in current liabilities in the statement of financial position.

**Restricted assets**
Restricted asset balances are not available for general use by the local government due to externally imposed restrictions. Externally imposed restrictions are specified in an agreement, contract or legislation. This applies to reserves, unspent grants, subsidies and contributions and unspent loans that have not been fully expended in the manner specified by the contributor, legislation or loan agreement.

Notes to, and forming part of, the Financial Report
For the year ended 30 June 2020

## 4 Reserves - Cash Backed

All of the reserve accounts are supported by money held in financial institutions and match the amounts shown as restricted cash in Note 3 to this financial report.

In accordance with Council resolutions in relation to each reserve account, the purpose for which the reserves are set aside and their anticipated date of use are as follows:

| | Anticipated Date of Use | 2020 Actual $ | 2020 Budget $ | 2019 Actual $ |
|---|---|---|---|---|
| **Building Renewal** | | | | |
| *To provide funds to assist with acquisition, construction, upgrading or replacement of buildings in the Town.* | | | | |
| Opening Balance | | 521,433 | 525,366 | 487,366 |
| Transfer to Reserve - Municipal Funds | | 1,008,598 | 25,000 | 25,000 |
| Transfer to Reserve - Interest Earnings | | 4,452 | 7,000 | 9,067 |
| Transfer from Reserve | | 0 | 0 | 0 |
| | **Ongoing** | **1,534,483** | **557,366** | **521,433** |
| **Community Art** | | | | |
| *To provide funds to assist with the purchase and placement of art for the Council and Community.* | | | | |
| Opening Balance | | 727,269 | 707,443 | 689,443 |
| Transfer to Reserve - Municipal Funds | | 75,000 | 25,000 | 25,000 |
| Transfer to Reserve - Interest Earnings | | 6,209 | 11,000 | 12,826 |
| Transfer from Reserve | | (150,000) | (200,000) | 0 |
| | **Ongoing** | **658,478** | **543,443** | **727,269** |
| **COVID-19 Recovery Reserve** | | | | |
| *To be used to assist in funding recovery initiatives related to COVID-19.* | | | | |
| Opening Balance | | 0 | 0 | 0 |
| Transfer to Reserve - Municipal Funds | | 500,000 | 0 | 0 |
| Transfer to Reserve - Interest Earnings | | 0 | 0 | 0 |
| Transfer from Reserve | | 0 | 0 | 0 |
| | **Ongoing** | **500,000** | **0** | **0** |
| **Drainage Renewal** | | | | |
| *To provide funds to assist with the provision, upgrade, replacement or general improvement of drainage in the Town.* | | | | |
| Opening Balance | | 254,715 | 256,520 | 225,520 |
| Transfer to Reserve - Municipal Funds | | 25,000 | 25,000 | 25,000 |
| Transfer to Reserve - Interest Earnings | | 2,175 | 3,000 | 4,195 |
| Transfer from Reserve | | 0 | 0 | 0 |
| | **Ongoing** | **281,890** | **284,520** | **254,715** |
| **Edward Millen Reserve** | | | | |
| *To be used to assist in improving and / or maintaining the Edward Millen site, including the associated grounds.* | | | | |
| Opening Balance | | 1,959,453 | 1,969,335 | 1,882,335 |
| Transfer to Reserve - Municipal Funds | | 50,000 | 50,000 | 50,000 |
| Transfer to Reserve - Interest Earnings | | 16,729 | 20,000 | 27,118 |
| Transfer from Reserve | | (917) | (300,000) | 0 |
| | **Ongoing** | **2,025,265** | **1,739,335** | **1,959,453** |

**4 Reserves - Cash Backed (continued)**

| | Anticipated Date of Use | 2020 Actual $ | 2020 Budget $ | 2019 Actual $ |
|---|---|---|---|---|
| **Furniture and Equipment Renewal** | | | | |
| *To be used to fund renewal projects associated with Council's Furniture and Equipment assets* | | | | |
| Opening Balance | | 635,558 | 639,407 | 599,407 |
| Transfer to Reserve - Municipal Funds | | 25,000 | 25,000 | 25,000 |
| Transfer to Reserve - Interest Earnings | | 5,426 | 9,000 | 11,151 |
| Transfer from Reserve | | 0 | 0 | 0 |
| | **Ongoing** | **665,984** | **673,407** | **635,558** |
| **Future Fund** | | | | |
| *To assist in funding projects and property purchases that diversify Council's revenue streams.* | | | | |
| Opening Balance | | 13,442,506 | 11,777,823 | 14,384,893 |
| Transfer to Reserve - Municipal Funds | | 1,550,000 | 1,500,000 | 2,500,000 |
| Transfer to Reserve - Interest Earnings | | 114,765 | 200,000 | 267,613 |
| Transfer from Reserve | | (500,000) | 0 | (3,710,000) |
| | **Ongoing** | **14,607,271** | **13,477,823** | **13,442,506** |
| **Future Projects** | | | | |
| *To assist in funding 'new' and 'upgrade' capital projects, with funding primarily derived from the sale of land assets.* | | | | |
| Opening Balance | | 3,874,131 | 4,678,640 | 4,079,640 |
| Transfer to Reserve - Municipal Funds | | 100,000 | 100,000 | 550,000 |
| Transfer to Reserve - Interest Earnings | | 33,075 | 15,000 | 47,991 |
| Transfer from Reserve | | (3,863,600) | (4,112,000) | (803,500) |
| | **Ongoing** | **143,606** | **681,640** | **3,874,131** |
| **Harold Hawthorne - Carlisle Memorial** | | | | |
| *To assist in the replacement of major appliances / equipment and any structural repairs to these Council-responsibility facilities.* | | | | |
| Opening Balance | | 166,395 | 167,630 | 148,630 |
| Transfer to Reserve - Municipal Funds | | 15,000 | 15,000 | 15,000 |
| Transfer to Reserve - Interest Earnings | | 1,420 | 2,500 | 2,765 |
| Transfer from Reserve | | 0 | 0 | 0 |
| | **Ongoing** | **182,816** | **185,130** | **166,395** |
| **Information Technology** | | | | |
| *To be used to assist in the purchase, upgrade or replacement of computer software or hardware.* | | | | |
| Opening Balance | | 874,112 | 878,800 | 661,800 |
| Transfer to Reserve - Municipal Funds | | 200,000 | 200,000 | 200,000 |
| Transfer to Reserve - Interest Earnings | | 7,463 | 6,000 | 12,312 |
| Transfer from Reserve | | 0 | 0 | 0 |
| | **Ongoing** | **1,081,575** | **1,084,800** | **874,112** |

**4 Reserves - Cash Backed (continued)**

| | Anticipated Date of Use | 2020 Actual $ | 2020 Budget $ | 2019 Actual $ |
|---|---|---|---|---|
| **Insurance Risk** | | | | |
| *To be used for the purpose of meeting the difference between premiums and claims in the event of significant insurance claims.* | | | | |
| Opening Balance | | 429,314 | 431,930 | 396,930 |
| Transfer to Reserve - Municipal Funds | | 25,000 | 25,000 | 25,000 |
| Transfer to Reserve - Interest Earnings | | 3,665 | 6,000 | 7,384 |
| Transfer from Reserve | | 0 | 0 | 0 |
| | **Ongoing** | **457,980** | **462,930** | **429,314** |
| **Land Asset Optimisation** | | | | |
| *To be used to hold proceeds from, and meet expenses towards, Land Asset Optimisation Strategy initiatives.* | | | | |
| Opening Balance | | 2,183,400 | 2,208,300 | 801,300 |
| Transfer to Reserve - Municipal Funds | | 0 | 0 | 1,371,092 |
| Transfer to Reserve - Interest Earnings | | 18,640 | 14,000 | 14,908 |
| Transfer from Reserve | | (521,611) | (536,000) | (3,900) |
| | **Ongoing** | **1,680,429** | **1,686,300** | **2,183,400** |
| **Other Infrastructure Renewal** | | | | |
| *To be used to fund renewal projects associated with Council's Other infrastructure* | | | | |
| Opening Balance | | 651,383 | 655,943 | 614,943 |
| Transfer to Reserve - Municipal Funds | | 25,000 | 25,000 | 25,000 |
| Transfer to Reserve - Interest Earnings | | 5,561 | 9,000 | 11,440 |
| Transfer from Reserve | | (348,460) | (528,000) | 0 |
| | **Ongoing** | **333,484** | **161,943** | **651,383** |
| **Parks Renewal** | | | | |
| *To be used to fund renewal projects associated with Council's Parks infrastructure* | | | | |
| Opening Balance | | 147,811 | 149,025 | 96,025 |
| Transfer to Reserve - Municipal Funds | | 975,500 | 50,000 | 50,000 |
| Transfer to Reserve - Interest Earnings | | 1,262 | 4,000 | 1,786 |
| Transfer from Reserve | | 0 | 0 | 0 |
| | **Ongoing** | **1,124,573** | **203,025** | **147,811** |
| **Pathways Renewal** | | | | |
| *To be used to fund renewal projects associated with Council's Pathways infrastructure* | | | | |
| Opening Balance | | 452,505 | 455,697 | 419,697 |
| Transfer to Reserve - Municipal Funds | | 25,000 | 25,000 | 25,000 |
| Transfer to Reserve - Interest Earnings | | 3,863 | 6,000 | 7,808 |
| Transfer from Reserve | | (450,000) | (400,000) | 0 |
| | **Ongoing** | **31,368** | **86,697** | **452,505** |

**4 Reserves - Cash Backed (continued)**

| | Anticipated Date of Use | 2020 Actual $ | 2020 Budget $ | 2019 Actual $ |
|---|---|---|---|---|
| **Plant and Machinery** | | | | |
| *To be used to assist in the acquisition and replacement of the Town's plant and machinery.* | | | | |
| Opening Balance | | 298,945 | 300,942 | 268,942 |
| Transfer to Reserve - Municipal Funds | | 25,000 | 25,000 | 25,000 |
| Transfer to Reserve - Interest Earnings | | 2,552 | 4,000 | 5,003 |
| Transfer from Reserve | | 0 | 0 | 0 |
| | **Ongoing** | **326,498** | **329,942** | **298,945** |
| **Renewable Energy** | | | | |
| *To assist in investigating and funding renewable energy projects within the District* | | | | |
| Opening Balance | | 228,032 | 229,780 | 174,780 |
| Transfer to Reserve - Municipal Funds | | 50,000 | 50,000 | 50,000 |
| Transfer to Reserve - Interest Earnings | | 1,947 | 4,000 | 3,252 |
| Transfer from Reserve | | 0 | 0 | 0 |
| | **Ongoing** | **279,978** | **283,780** | **228,032** |
| **Roads Renewal** | | | | |
| *To be used to fund renewal projects associated with Council's Roads Infrastructure* | | | | |
| Opening Balance | | 948,039 | 954,637 | 881,637 |
| Transfer to Reserve - Municipal Funds | | 504,500 | 50,000 | 50,000 |
| Transfer to Reserve - Interest Earnings | | 8,094 | 12,000 | 16,402 |
| Transfer from Reserve | | 0 | 0 | 0 |
| | **Ongoing** | **1,460,633** | **1,016,637** | **948,039** |
| **Underground Power** | | | | |
| *To assist in the funding of projects associated with the installation of underground power and associated landscaping.* | | | | |
| Opening Balance | | 3,549,677 | 3,348,952 | 3,288,499 |
| Transfer to Reserve - Municipal Funds | | 18,150,000 | 399,500 | 200,000 |
| Transfer to Reserve - Interest Earnings | | 30,305 | 3,000 | 61,178 |
| Transfer from Reserve | | (4,950,496) | 0 | 0 |
| | **2020-2021** | **16,779,487** | **3,751,452** | **3,549,677** |
| **Urban Forest Strategy** | | | | |
| *To assist in funding initiatives associated with the Urban Forest Strategy* | | | | |
| Opening Balance | | 0 | 0 | 0 |
| Transfer to Reserve - Municipal Funds | | 469,695 | 500,000 | (61,178) |
| Transfer to Reserve - Interest Earnings | | 30,305 | 0 | 61,178 |
| Transfer from Reserve | | 0 | 0 | 0 |
| | **Ongoing** | **500,000** | **500,000** | **0** |
| **Waste Management** | | | | |
| *To assist in the funding of waste management and waste minimisation initiatives.* | | | | |
| Opening Balance | | 1,052,688 | 809,375 | 984,375 |
| Transfer to Reserve - Municipal Funds | | 50,000 | 50,000 | 50,000 |
| Transfer to Reserve - Interest Earnings | | 8,987 | 16,000 | 18,313 |
| Transfer from Reserve | | (200,000) | (200,000) | 0 |
| | **Ongoing** | **911,675** | **675,375** | **1,052,688** |
| **Total Reserves** | | | | |
| **Opening Balance** | | 32,397,367 | 31,145,545 | 31,086,162 |
| **Transfer to Reserve - Municipal Funds** | | 23,848,293 | 3,164,500 | 5,224,914 |
| **Transfer to Reserve - Interest Earnings** | | 306,897 | 351,500 | 603,692 |
| **Transfer from Reserve** | | (10,985,084) | (6,276,000) | (4,517,400) |
| **Net transfer from retained Earnings** | | **13,170,106** | **(2,760,000)** | **1,311,206** |
| **Closing Balance** | | **45,567,473** | **28,385,545** | **32,397,367** |

Notes to, and forming part of, the Financial Report
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## 5 Trade and Other Receivables

| (a) Current Assets | 2020 Actual $ | 2019 Actual $ |
|---|---|---|
| **Trade and Other Receivables** | | |
| Accrued Revenue | 0 | 31,556 |
| Rates Debtors | 2,754,382 | 1,916,096 |
| ESL Debtors | 222,221 | 165,618 |
| Infringements | 862,538 | 915,625 |
| Sundry Debtors | 466,894 | 1,242,789 |
| Allowance for impairment of receivables | (395,071) | (345,563) |
| Prepayments | 226,027 | 3,915 |
| Current Underground Power | 39,653 | 48,167 |
| Unclaimed ESL Rates Rebate | 3,218 | 3,331 |
| Unclaimed Pensioner Rates Rebate | 23,976 | 27,199 |
| | **4,203,836** | **4,008,731** |

### SIGNIFICANT ACCOUNTING POLICIES

**Trade and other receivables**

Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business.
Trade receivables are recognised at original invoice amount less any allowances for uncollectible amounts(i.e. impairment). The carrying amount of net trade receivables is equivalent to fair value as it is due for settlement within 30 days.

**Impairment and risk exposure**

Information about the impairment of trade receivables and their exposure to credit risk and interest rate risk can be found in Note 35.

**Classification and subsequent measurement**

Receivables expected to be collected within 12 months of the end of the reporting period are classified as current assets. All other receivables are classified as non-current assets.

Trade receivables are held with the objective to collect the contractual cash flows and therefore measures them subsequently at amortised cost using the effective interest rate method.

Due to the short term nature of current receivables, their carrying amount is considered to be the same as their fair value. Non-current receivables are indexed to inflation, any difference between the face value and fair value is considered immaterial.

## 5 Trade and Other Receivables (continued)

| | Note | 2020 Actual $ | 2019 Actual $ |
|---|---|---|---|
| **(b) Non Current Assets** | | | |
| Rates Debtors | | 257,250 | 240,048 |
| ESL Debtors | | 34,603 | 30,584 |
| Underground Power Debtors | | 17,129 | 83,465 |
| | | **308,982** | **354,097** |

**SIGNIFICANT ACCOUNTING POLICIES**

**Other financial assets at amortised cost**

The Town classifies financial assets at amortised cost if both of the following criteria are met:
- the asset is held within a business model whose objective is to collect the contractual cashflows, and
- the contractual terms give rise to cash flows that are solely payments of principal and interest.

## 6 Inventories

| | 2020 Actual $ | 2019 Actual $ |
|---|---|---|
| **(a) Current** | | |
| Leisurelife | 3,360 | 4,079 |
| Aqualife | 8,210 | 28,252 |
| Land Held for Sale (TPRC) | 492,516 | 508,546 |
| | **504,086** | **540,877** |
| **(b) Non Current** | | |
| Land Held for Development (TPRC) | 492,627 | 517,971 |
| | **492,627** | **517,971** |
| The following movements in inventories occurred during the year: | | |
| **Carrying amount at 1 July** | 1,058,848 | 955,455 |
| Inventories expensed during the year | (436,317) | (342,360) |
| Additions to inventory | 374,181 | 445,752 |
| **Carrying amount at 30 June** | **996,713** | **1,058,848** |

**SIGNIFICANT ACCOUNTING POLICIES**

**General**

Inventories are measured at the lower of cost and net realisable value.
Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs necessary to make the sale.

**General**

Inventories are measured at the lower of cost and net realisable value.
Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs necessary to make the sale.

**Land Held for resale**

Land held for development and resale is valued at the lower of cost and net realisable value. Cost includes the cost of acquisition, development, borrowing costs and holding costs until completion of development.

**Land Held for resale (continued)**

Land held for resale includes the Town's one twelth ownership share of residential land on Lot 118 Mindarie which is being developed by Tamala Park Regional Council.

Finance costs and holding charges incurred after development is completed are expensed.

Borrowing costs and holding charges incurred after development is completed are expensed.
Gains and losses are recognised in profit or loss at the time of signing an unconditional contract of sale if significant risks and rewards, and effective control over the land, are passed onto the buyer at this point.

Land held for resale is classified as current except where it is held as non-current based on the Town's intentions to release for sale.

## 7 Property, Plant and Equipment

Movement in the carrying amounts of each class of property, plant and equipment between the beginning and the end of the current financial year.

| 2018-2019 | Land $ | Buildings $ | Plant and Machinery $ | Furniture and Equipment $ | Information Technology $ | Total $ |
|---|---|---|---|---|---|---|
| Assets Capitalised | | | | | | |
| **Balance at 1 July 2018** | 595,681,680 | 65,909,170 | 2,600,676 | 1,835,386 | 1,143,452 | **667,170,364** |
| Additions | 3,702,939 | 1,396,384 | 447,546 | 139,566 | 202,373 | **5,888,808** |
| Disposals | (753,620) | 0 | (284,547) | (302,994) | (158,485) | **(1,499,646)** |
| Depreciation Expense | 0 | (1,579,474) | (349,289) | (378,001) | (316,228) | **(2,622,991)** |
| **Carrying amount at 30 June 2019** | 598,630,999 | 65,726,080 | 2,414,387 | 1,293,957 | 871,112 | **668,936,535** |
| Change in accounting policy | 0 | 0 | 0 | 0 | 0 | **0** |
| **Carrying amount at 1 July 2019** | 598,630,999 | 65,726,080 | 2,414,387 | 1,293,957 | 871,112 | 668,936,535 |
| Work In Progress | | | | | | |
| **Balance at 1 July 2018** | 2,982 | 205,541 | 0 | 0 | 3,346 | **211,869** |
| Additions | 0 | 54,250 | 130,950 | 0 | 290,560 | **475,760** |
| Completed and capitalised | 0 | (200,786) | 0 | 0 | (3,346) | **(204,132)** |
| **Carrying amount at 30 June 2019** | 2,982 | 59,005 | 130,950 | 0 | 290,560 | **483,497** |

| 2019-2020 | Land $ | Buildings $ | Plant and Machinery $ | Furniture and Equipment $ | Information Technology $ | Total $ |
|---|---|---|---|---|---|---|
| Assets Capitalised | | | | | | |
| **Carrying amount at 1 July 2019** | 598,630,999 | 65,726,080 | 2,414,387 | 1,293,957 | 871,112 | **668,936,535** |
| Additions | 0 | 1,249,618 | 653,372 | 20,989 | 586,634 | **2,510,614** |
| Disposals | 0 | 0 | (184,669) | (19,464) | 0 | **(204,132)** |
| Revaluation Increase/(Decrease) | (393,526,499) | (2,243,475) | (153,658) | (502,370) | (670,381) | **(397,096,383)** |
| Adjustments after revaluation | 0 | 568,525 | 111,912 | 129,023 | 0 | **809,459** |
| Depreciation Expense | 0 | (1,631,223) | (391,780) | (429,786) | (362,492) | **(2,815,282)** |
| **Carrying amount at 30 June 2020** | 205,104,500 | 63,669,525 | 2,449,563 | 492,349 | 424,873 | **272,140,811** |
| Work In Progress | | | | | | |
| **Carrying amount at 1 July 2019** | 2,982 | 59,005 | 130,950 | 0 | 290,560 | **483,497** |
| Additions | 7,527 | 469,059 | 142,060 | 0 | 143,577 | **762,223** |
| Completed and capitalised | 0 | (59,005) | (130,950) | | (247,301) | **(437,256)** |
| **Carrying amount at 30 June 2020** | 10,509 | 469,059 | 142,060 | 0 | 186,835 | **808,464** |
| **Carrying amount at 30 June 2020** | **205,115,009** | **64,138,585** | **2,591,623** | **492,349** | **611,708** | **272,949,273** |

The fair value of property, plant and equipment is determined at least every three to five years in accordance with legislative requirements. At the end of each intervening period the valuation is reviewed and where appropriate the fair value is updated to reflect current market conditions. This process is considered to be in accordance with Local Government (Financial Management) Regulation 17A, which requires land, buildings, infrastructure, investment properties and vested improvements to be shown at fair value. As a result of amendments to the Local Government (Financial Management) regulation 17A effective from 1 July 2019, vested land, including land under roads, are treated as right of use assets and measured at zero cost.

Following the change to the Local Government (Financial Management) Regulation 17A, plant and equipment type assets (being plant and equipment and furniture and fittings) are to be measured under the cost model, rather than at fair value. This change is effective from 1 July 2019 and represents a change in Accounting Policy. At the date of change, Plant and Equipment and Furniture and Fittings which were revalued previously are carried at cost as it was the approximate deemed cost.

*On adoption of AASB 16, the Town recognised right of use asset in relation to leases which had previously been classified as operating leases.

Notes to, and forming part of, the Financial Report
For the year ended 30 June 2020

**7 Property, Plant and Equipment (continued)**

**Fair Value Measurements as at 30 June 2020**

All Property, Plant and Equipment categories were last independently valued as at 30 June 2020

| Assets | Level of Valuation Input | Fair Value at 30 June 2020 | Valuation Technique(s) | Basis of Valuation | Inputs Used |
|---|---|---|---|---|---|
| **Property Plant and Equipment** | | | | | |
| Land | 2 | 205,104,500 | Market Approach | Independent | Price per square metre / market borrowing rate |
| **Total** | | **205,104,500** | | | |
| Buildings | 3 | 63,669,525 | Cost Approach | Independent | Asset condition, legal and commercial obsolescence, residual value and pattern of consumption |
| **Total** | | **63,669,525** | | | |
| Plant and Machinery | 2 | 1,965,250 | Market Approach | Independent | Make, size, year of manufacture, condition, estimated residual value and market values |
| Plant and Machinery | 3 | 484,313 | Cost Approach | Independent | Make, size, year of manufacture, condition, estimated residual value and market values |
| **Total** | | **2,449,563** | | | |
| Furniture and Equip | 3 | 492,349 | Cost Approach | Independent | Estimates of residual value, useful life, pattern of consumption and asset condition and relationship to the assessed level of remaining service potential of the depreciable amount |
| **Total** | | **492,349** | | | |
| Information Technology | 3 | 424,873 | Cost Approach | Independent | Estimates of residual value, useful life, pattern of consumption and asset condition and relationship to the assessed level of remaining service potential of the depreciable amount |
| **Total** | | **424,873** | | | |
| **Total Property Plant & Equipment** | | **272,140,811** | | | |

Level 3 inputs are based on assumptions with regards to future values and patterns of consumption utilising current information. If the basis of these assumptions were varied, they have the potential to result in a significantly higher or lower fair value measurement.

The significant decrease in the fair value of land is attributed to a change in valuation methodology under Accounting Standard AASB 13 Fair Value Measurement. The current valuation in 2020 used the direct comparison approach, which takes into consideration factors such as location, zoning, land area, development potential, topography and current market conditions. The previous valuation in 2016 used the cost approach (current replacement cost) under the accounting standard to determine what it would cost the Town to replace the service capacity of the land. Accordingly, the effect of zoning and other restrictions was not taken into consideration in the 2016 land values. The change in valuation methodology has resulted in the significant decrease in the fair value of land.

**8 Infrastructure**

**Movements in Carrying Amounts**

| 2018-2019 | Roads $ | Pathways $ | Drainage $ | Parks / Reserve $ | Other Infra Assets $ | Total $ |
|---|---|---|---|---|---|---|
| Assets Capitalised | | | | | | |
| **Balance at 1 July 2018** | 153,917,133 | 18,635,399 | 35,115,342 | 8,975,302 | 17,053,606 | **233,696,782** |
| Additions | 1,970,598 | 107,266 | 149,772 | 708,540 | 275,353 | **3,211,529** |
| Disposals | 0 | 0 | 0 | 0 | (12,526) | **(12,526)** |
| Depreciation Expense | (4,104,613) | (1,204,130) | (468,555) | (358,797) | (418,452) | **(6,554,547)** |
| **Carrying amount at 30 June 2019** | 151,783,118 | 17,538,535 | 34,796,559 | 9,325,045 | 16,897,981 | **230,341,238** |
| Work In Progress Movement | | | | | | |
| **Balance at 1 July 2018** | 40,444 | 0 | 15,533 | 429,271 | 0 | **485,248** |
| Additions | 2,528,128 | 230,022 | 171,538 | 1,883,708 | 275,353 | **5,088,749** |
| Completed and capitalised | (1,970,598) | (107,266) | (149,772) | (708,540) | (275,353) | **(3,211,529)** |
| Closing Work in progress | 597,974 | 122,756 | 37,299 | 1,604,439 | 0 | **2,362,468** |
| **Carrying amount at 30 June 2019** | **152,381,092** | **17,661,291** | **34,833,858** | **10,929,484** | **16,897,981** | **232,703,706** |

| 2019-2020 | Roads $ | Pathways $ | Drainage $ | Parks / Reserve $ | Other Assets $ | Total $ |
|---|---|---|---|---|---|---|
| Assets Capitalised | | | | | | |
| **Balance at 1 July 2019** | 151,783,118 | 17,538,535 | 34,796,559 | 9,325,045 | 16,897,981 | **230,341,238** |
| Additions | 874,950 | 705,775 | 21,844 | 7,243,487 | 592,544 | **9,438,600** |
| Disposals | 0 | 0 | 0 | 0 | 0 | **0** |
| Revaluation Increase/(Decrease) | 28,574,507 | 15,586,705 | (123,269) | (8,693,383) | (8,686,360) | **26,658,200** |
| Adjustments after revaluation | 3,664,693 | 251,687 | 330,844 | 354,076 | 571,152 | **5,172,452** |
| Depreciation Expense | (4,059,303) | (1,194,247) | (463,761) | (443,049) | (438,476) | **(6,598,837)** |
| **Carrying amount at 30 June 2020** | 180,837,965 | 32,888,456 | 34,562,216 | 7,786,175 | 8,936,841 | **265,011,653** |
| Work In Progress Movement | | | | | | |
| **Balance at 1 July 2019** | 597,974 | 122,756 | 37,299 | 1,604,439 | 0 | **2,362,468** |
| Additions | 54,325 | 543,447 | 0 | 750,955 | 37,503 | **1,386,230** |
| Completed and capitalised | (597,974) | (1,311) | (37,299) | (1,600,566) | 0 | **(2,237,150)** |
| **Carrying amount at 30 June 2020** | 54,325 | 664,892 | 0 | 754,828 | 37,503 | **1,511,548** |
| **Carrying amount at 30 June 2020** | **180,892,290** | **33,553,347** | **34,562,216** | **8,541,003** | **8,974,344** | **266,523,200** |

Level 3 inputs are based on assumptions with regards to future values and patterns of consumption utilising current information. If the basis of these assumptions were varied, they have the potential to result in a significantly higher or lower fair value measurement.

During the period there were no changes in the valuation techniques used to determine the fair value of infrastructure using level 3 inputs.

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**8 Infrastructure (continued)**

**Fair Value Measurements as at 30 June 2020**
The following table provides the fair values of the Town of Victoria Park infrastructure assets and their categorisation within the fair value hierarchy.

All Infrastructure categories were last independently valued as at 30 June 2020

| Assets | Level of Valuation Input | Fair Value at 30 June 2020 | Valuation Technique(s) | Basis of Valuation | Inputs Used |
|---|---|---|---|---|---|
| Roads | 3 | 180,837,965 | Cost Approach | Independent | Construction costs and current condition, residual values and remaining useful life assessments including the cost of removal and disposal of existing assets |
| Pathways | 3 | 32,888,456 | Cost Approach | Independent | Construction costs and current condition, residual values and remaining useful life assessments including the cost of removal and disposal of existing assets |
| Drainage | 3 | 34,562,216 | Cost Approach | Independent | Construction costs and current condition, residual values and remaining useful life assessments including the cost of removal and disposal of existing assets |
| Parks | 3 | 7,786,175 | Cost Approach | Independent | Construction costs and current condition, residual values and remaining useful life assessments |
| Other Infrastructure * | 3 | 8,936,841 | Cost Approach | Independent | Construction costs and current condition, residual values and remaining useful life assessments |
| | | **265,011,653** | | | |

* Other Infrastructure includes assets such as street lighting, shelters, parklets and public art.

**Valuation Technique(s)**
Cost Approach: Valuation of all Infrastructure assets using Cost approach were based on depreciated replacement costs.

Level 3 inputs are based on assumptions with regards to future values and patterns of consumption utilising current information. If the basis of these assumptions were varied, they have the potential to result in a significantly higher or lower fair value measurement.

During the period there were no changes in the valuation techniques used by the local government to determine the fair value of infrastructure using either level 3 inputs.

## 9 Fixed Assets

**SIGNIFICANT ACCOUNTING POLICIES**

**Fixed assets**

Each class of fixed assets within either plant and equipment or infrastructure, is carried at cost or fair value as indicated less, where applicable, any accumulated depreciation and impairment losses.

**Initial recognition and measurement between mandatory revaluation dates**

Assets for which the fair value as at the date of acquisition is under $5,000 are not recognised as an asset in accordance with *Financial Management Regulation 17A (5).* These assets are expensed immediately

Where multiple individual low value assets are purchased together as part of a larger asset or collectively forming a larger asset exceeding the threshold, the individual assets are recognised as one asset and capitalised.

In relation to this initial measurement, cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at no cost or for nominal consideration, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the Town includes the cost of all materials used in construction, direct labour on the project and an appropriate proportion of variable and fixed overheads.

Individual assets acquired between initial recognition and the next revaluation of the asset class in accordance with the mandatory measurement framework, are recognised at cost and disclosed as being at fair value as management believes cost approximates fair value. They are subject to subsequent revaluation at the next anniversary date in accordance with the mandatory measurement framework.

**Revaluation**

The fair value of fixed assets is determined at least once every three to five years in accordance with the regulatory framework, or when Council is of the opinion that the fair value of an asset is materially different from its carrying amount. At the end of each period the valuation is reviewed and where appropriate the fair value is updated to reflect current market conditions. This process is considered to be in accordance with *Local Government (Financial Management) Regulation 17A (2)* which requires property, plant and equipment to be shown at fair value.

Increases in the carrying amount arising on revaluation of assets are credited to a revaluation surplus in equity. Decreases that offset previous increases of the same class of asset are recognised against revaluation surplus directly in equity. All other decreases are recognised in profit or loss.

**AUSTRALIAN ACCOUNTING STANDARDS - INCONSISTENCY**

**Land under control prior to 1 July 2019**

In accordance with the then Local Government (Financial Management) Regulation 16(a)(ii), the Town was previously required to include as an asset (by 30 June 2013), vested Crown Land operated by the local government as a golf course, showground, racecourse or other sporting or recreational facility of State or regional significance.
Upon initial recognition, these assets were recorded at cost in accordance with AASB 116. They were then classified as Land and revalued along with other land.

**Land under roads prior to 1 July 2019**

In Western Australia, most land under roads is Crown Land, the responsibility for managing which, is vested in the local government.
Effective as at 1 July 2008, Council elected not to recognise any value for land under roads acquired on or before 30 June 2008. This accords with the treatment available in Australian Accounting Standard AASB 1051 Land Under Roads and the then Local Government (Financial Management) Regulation *16(a)(i) which arbitrarily prohibited local governments from* recognising such land as an asset. This regulation has now been deleted.
In respect of land under roads acquired on or after 1 July 2008, as detailed above, the then Local Government (Financial prevail. Consequently, any land under roads acquired on or after 1 July 2008 was not included as an asset of the Town.

**Land under roads from 1 July 2019**

*As a result of amendments to the Local Government (Financial* Management) Regulations 1996, effective from 1 July 2019, vested land, including land under roads, are treated as right-of -use assets measured at zero cost. Therefore, the Previous inconsistency with AASB 1051 in respect of non-recognition of land under roads acquired on or after 1 July 2008 has been removed, even though measurement at zero cost means that land under roads is still not included in the statement of financial position.
The Town has accounted for the removal of the vested land values associated with vested land previously recognised by removing the land value and associated revaluation reserve as at 1 July 2019. The comparatives have not been restated.

**Vested improvements from 1 July 2019**

The measurement of vested improvements at fair value in accordance with Local Government (Financial Management) Regulation 17A(2)(iv) is a departure from AASB 16 which would have required the Town to measure the vested improvements as part of the related right-of-use assets at zero cost.

Refer to Note 12 that details the significant accounting policies applying to leases (including right of use assets).

Notes to, and forming part of, the Financial Report
For the year ended 30 June 2020

## 10 Disposal of Assets

### (a) Disposals of Assets

| | 2020 Actual Net Book Value | 2020 Actual Sale Proceeds | 2020 Actual Profit (Loss) | 2019 Actual Net Book Value | 2019 Actual Sale Proceeds | 2019 Actual Profit (Loss) |
|---|---|---|---|---|---|---|
| | $ | $ | $ | $ | $ | $ |
| Land | 0 | 0 | 0 | 753,620 | 1,081,282 | 327,662 |
| Plant and Machinery | 184,669 | 184,944 | 275 | 284,547 | 275,115 | (9,431) |
| Furniture and Equipment | 19,464 | 7,413 | (12,050) | 302,994 | 756 | (302,237) |
| Information Technology | 0 | 0 | 0 | 158,485 | 0 | (158,485) |
| | **204,132** | **192,357** | **(11,775)** | **1,499,645** | **1,357,153** | **(142,492)** |

The following assets were disposed of during the year:

| | Net Book Value | | Sale Price | | Profit / (Loss) | |
|---|---|---|---|---|---|---|
| | 2020 Actual | 2020 Budget | 2020 Actual | 2020 Budget | 2020 Actual | 2020 Budget |
| Details and Asset ID | $ | $ | $ | $ | $ | $ |
| **Plant and Machinery** | | | | | | |
| Motor Vehicle - Plant 334 | 5,909 | 5,909 | 9,373 | 7,000 | 3,464 | 1,091 |
| Motor Vehicle - Plant 346 | 10,909 | 10,909 | 10,964 | 15,000 | 55 | 4,091 |
| Motor Vehicle - Plant 388 | 10,455 | 10,454 | 11,645 | 8,000 | 1,191 | (2,454) |
| Motor Vehicle - Plant 393 | 11,364 | 11,363 | 12,782 | 8,000 | 1,418 | (3,363) |
| Motor Vehicle - Plant 395 | 11,091 | 11,090 | 10,055 | 10,000 | (1,036) | (1,090) |
| Motor Vehicle - Plant 396 | 11,364 | 11,363 | 13,678 | 7,000 | 2,314 | (4,363) |
| Motor Vehicle - Plant 415 | 15,877 | 22,448 | 19,600 | 25,000 | 3,723 | 2,552 |
| Motor Vehicle - Plant 441 | 24,809 | | 10,622 | | (14,187) | 0 |
| Motor Vehicle - Plant 399 | 0 | 18,454 | 0 | 8,000 | | (10,454) |
| Motor Vehicle - Plant 438 | 0 | 22,407 | 0 | 25,000 | 0 | 2,593 |
| Major Fleet-Sweeper - Plant 39 | 0 | 22,727 | 0 | 55,000 | 0 | 32,273 |
| Major Fleet-Sweeper - Plant 341 | 64,000 | 64,000 | 79,370 | 75,000 | 15,370 | 11,000 |
| Major Fleet-Sweeper - Plant 280 | 0 | 41,224 | 0 | 30,000 | 0 | (11,224) |
| Minor Plant - Trailer 173 | 0 | 0 | 612 | 500 | 612 | 500 |
| Minor Plant - Trailer 176 | 0 | 0 | 877 | 500 | 877 | 500 |
| Minor Plant - Trailer 178 | 0 | 0 | 0 | 500 | 0 | 500 |
| Minor Plant - Trailer 251 | 15,020 | 19,996 | 877 | 8,000 | (14,143) | (11,996) |
| Minor Plant - Trailer 171 | 0 | 0 | 0 | 500 | 0 | 500 |
| Minor Plant - Mower 234 | 325 | | 1,935 | | 1,610 | 0 |
| Minor Plant - Mower 281 | 0 | 3,588 | 0 | 3,000 | 0 | (588) |
| Low Value | 3,547 | 0 | 2,556 | 2,000 | (991) | 2,000 |
| **Furniture and Equipment** | | | | | | |
| Aqualife - Gym equipment | 15,752 | 0 | 2,293 | | (13,458) | 0 |
| Leisurelife - Gym equipment | 3,712 | 0 | 5,120 | | 1,408 | 0 |
| | **204,132** | **275,932** | **192,357** | **288,000** | **(11,775)** | **12,068** |

### (b) Fully Depreciated Assets in Use

The gross carrying value of assets held by the Town which are currently in use yet fully depreciated are shown in the table below.

| | 2020 Actual | 2019 Actual |
|---|---|---|
| | $ | $ |
| Buildings | 474,500 | 0 |
| Furniture and Equipment | 25,130 | 0 |
| | **499,630** | **0** |

## 11 Depreciation

| | Note | 2020 Actual | 2020 Budget | 2019 Actual |
|---|---|---|---|---|
| **Depreciation** | | $ | $ | $ |
| Buildings | 7 | 1,631,223 | 1,015,000 | 1,579,474 |
| Furniture and Equipment | 7 | 429,786 | 103,500 | 378,001 |
| Plant and Machinery | 7 | 391,780 | 296,500 | 349,289 |
| Information Technology | 7 | 362,492 | 323,500 | 316,228 |
| Roads | 8 | 4,059,303 | 3,910,500 | 4,104,613 |
| Drainage | 8 | 463,761 | 353,500 | 468,555 |
| Pathways | 8 | 1,194,247 | 775,000 | 1,204,130 |
| Parks / Reserves | 8 | 443,049 | 565,000 | 358,797 |
| Other Infrastructure * | 8 | 438,476 | 695,000 | 418,452 |
| Right of Use Asset | 12 | 50,129 | 0 | 0 |
| | | **9,464,247** | **8,037,500** | **9,177,539** |

* Other Infrastructure includes assets such as street lighting, shelters, parklets and public art.

### SIGNIFICANT ACCOUNTING POLICIES

Depreciation

The depreciable amount of all fixed assets including buildings but excluding freehold land and vested land, are depreciated / amortised on a straight-line basis over the individual asset's useful life from the time the asset is held ready for use. Leasehold improvements are depreciated over the shorter of either the unexpired period of the lease or the estimated useful life of the improvements.

The assets residual values and useful lives are reviewed, and adjusted if appropriate, at the end of each reporting period.

An asset's carrying amount is written down immediately to its recoverable amount if the asset's carrying amount is greater than its estimated recoverable amount.

Gains and losses on disposals are determined by comparing proceeds with the carrying amount. These gains and losses are included in the statement of comprehensive income in the period in which they arise.

### Depreciation rates

Typical estimated useful lives for the different asset classes for the current and prior years are included in the table below:

| | |
|---|---|
| Buildings | 20 to 100 years |
| Furniture and Equipment | 10 to 40 years |
| Plant and Machinery | 15 to 25 years |
| Information Technology | 7 to 30 years |
| Roads - Formation | not depreciated |
| Roads - Pavement | 60 to 80 years |
| Roads - Surface | 20 to 25 years |
| Footpaths | 15 to 45 years |
| Drainage | 50 to 80 years |
| Parks | 10 to 80 years |
| Other Assets | 20 to 100 years |
| Right of Use (Information technology) | Based on the remaining lease |

When an item of property, plant and equipment is revalued, any accumulated depreciation at the date of the revaluation is treated in one of the following ways:

(a) The gross carrying amount is adjusted in a manner that is consistent with the revaluation of the carrying amount of the asset. For example, the gross carrying amount may be restated by reference to observable market data or it may be restated proportionately to the change in the carrying amount. The accumulated depreciation at the date of the revaluation is adjusted to equal the difference between the gross carrying amount and the carrying amount of the asset after taking into account accumulated impairment losses; or

(b) Eliminated against the gross carrying amount of the asset and the net amount restated to the revalued amount of the asset.

## 12 Leases and Lease Liabilities

### (a) Right of Use Assets

Movement in the carrying amounts of each class of right of use asset (ROU) between the beginning and the end of the current financial year.

| | Actual 2020 | Actual 2019 |
|---|---|---|
| | $ | $ |
| Carrying amount at 30 June 2019 | 0 | 0 |
| Recognised on initial application of AASB 16 | 200,514 | 0 |
| Depreciation (expense) | (50,129) | 0 |
| | **150,386** | **0** |
| **Cash outflow from leases** | | |
| Interest expense on lease liability | 18,994 | 0 |
| Lease principal | 42,613 | 0 |
| | **61,608** | **0** |

The lease recognised as a Right of use asset above relates to the leasing of the multifunctional printers for a period of 4 years.

### (b) Lease Liabilities

| | | |
|---|---|---|
| Current | 64,155 | 0 |
| Non-Current | 93,746 | 0 |
| | **157,901** | **0** |

**Movement in Carrying Amount in lease liabilities**

| 2019-2020 | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | Interest Rate | Actual Lease Principal 1 July 2019 | 30 June 2020 New Leases | 30 June 2020 Principal Repayment | 30 June 2020 Principal Outstanding | 30 June 2020 Interest Expense |
| Purpose | Lease Number | Term | % | $ | $ | $ | $ | $ |
| **General Purpose Funding** | | | | | | | | |
| Printers | E6N0162072 | 48 months | 1.16% | 200,514 | 0 | 42,613 | 157,901 | 18,994 |

**Other expenses and income relating to leases**

| | 2020 | 2019 |
|---|---|---|
| | $ | $ |
| Low value asset lease payments recognised as expense | 66,640 | 0 |

**SIGNIFICANT ACCOUNTING POLICIES**

**Leases**

At inception of a contract, the Town assesses if the contract contains or is a lease. A contract is, or contains, a lease if the contract conveys the right to control the use of an identified asset for a period of time in exchange for consideration.

At the commencement date, a right of use asset is recognised at cost and lease liability at the present value of the lease payments that are not paid at that date. The lease payments are discounted using the interest rate implicit in the lease, if that rate can be readily determined. If that rate cannot be readily determined, the Town uses its incremental borrowing rate.

All contracts that are classified as short-term leases (i.e. a lease with a remaining term of 12 months or less) and leases of low value assets are recognised as an operating expense on a straight-line basis over the term of the lease.

Leases for right-of-use assets are secured over the asset being leased.

**Right-of-use assets - valuation**

Right-of-use assets are measured at cost. This means that all right-of-use assets (other than vested improvements) under zero cost concessionary leases are measured at zero cost (i.e. not included in the statement of financial position). The exception is vested improvements on concessionary land leases such as roads, buildings or other infrastructure which are reported at fair value.

Refer to Note 9 for details on the significant accounting policies applying to vested improvements.

**Right-of-use assets - depreciation**

Right-of-use assets are depreciated over the lease term or useful life of the underlying asset, whichever is the shortest. Where a lease transfers ownership of the underlying asset, or the cost of the right-of-use asset reflects that the Town anticipates to exercise a purchase option, the specific asset is amortised over the useful life of the underlying asset.

## 13 Intangibles

The Town did not hold any recognised intangible assets as at 30 June 2020 (2019: Nil).

Notes to, and forming part of, the Financial Report
For the year ended 30 June 2020

**14 Revaluation Surplus**

| Revaluation surpluses have arisen on revaluation of the following classes of non-current assets: | 2020 Actual $ | 2019 Actual $ |
|---|---|---|
| **Land** | | |
| Opening Balance | 579,841,366 | 580,594,986 |
| Revaluation Write Back on Disposal | 0 | (753,620) |
| Revaluation Decrement | (393,526,499) | 0 |
| **Closing Balance** | **186,314,867** | **579,841,366** |
| **Buildings** | | |
| Opening Balance | 36,515,879 | 36,515,879 |
| Revaluation Decrement | (2,243,475) | 0 |
| **Closing Balance** | **34,272,404** | **36,515,879** |
| **Information Technology** | | |
| Opening Balance | 611,497 | 611,497 |
| Revaluation Decrement | (611,497) | 0 |
| **Closing Balance** | **0** | **611,497** |
| **Roads** | | |
| Opening Balance | 133,956,610 | 133,956,610 |
| Revaluation Increment | 28,574,507 | 0 |
| **Closing Balance** | **162,531,117** | **133,956,610** |
| **Pathways** | | |
| Opening Balance | 13,451,909 | 13,451,909 |
| Revaluation Increment | 15,586,705 | 0 |
| **Closing Balance** | **29,038,614** | **13,451,909** |
| **Drainage** | | |
| Opening Balance | 30,502,244 | 30,502,244 |
| Revaluation Decrement | (123,269) | 0 |
| **Closing Balance** | **30,378,975** | **30,502,244** |
| **Other Assets** | | |
| Opening Balance | 7,240,855 | 7,240,855 |
| Revaluation Decrement | (7,240,855) | 0 |
| **Closing Balance** | **0** | **7,240,855** |
| **Mindarie Regional Council** | | |
| Opening Balance | 2,698,953 | 84,148 |
| Revaluation Decrement | (273,055) | 134,096 |
| Revaluation Adjustment * | 0 | 2,480,709 |
| **Closing Balance** | **2,425,898** | **2,698,953** |
| **Opening Balance** | **804,819,311** | **802,958,128** |
| Revaluation Increment | 44,161,213 | 134,096 |
| Revaluation Decrement | (404,018,649) | 0 |
| Revaluation Adjustment | 0 | 2,480,709 |
| Revaluation Write Back on Disposal | 0 | (753,621) |
| **Total Asset Revaluation Surplus** | **444,961,876** | **804,819,311** |

** Adjustment to correct the Town's share of Mindarie Regional Council's asset revaluation surplus and its retained surplus previously misstated.*

## 15 Trade and Other Payables

| | Note | 2020 Actual | 2019 Actual |
|---|---|---|---|
| | | $ | $ |
| **Current** | | | |
| Payroll | | 264,325 | 204,413 |
| ESL Liability | | 88,870 | 26,971 |
| Trade Creditors | | 2,430,333 | 3,606,106 |
| Bonds and Deposits | | 1,363,720 | 1,371,639 |
| Payables | | 74,231 | 97,294 |
| Prepaid Rates | | 410,257 | 0 |
| Accrued Expense | | 814,403 | 413,882 |
| | | **5,446,139** | **5,720,305** |

**SIGNIFICANT ACCOUNTING POLICIES**

**Trade and other payables**

Trade and other payables represent liabilities for goods and services provided to the Town prior to the end of the financial year that are unpaid and arise when the Town becomes obliged to make future payments in respect of the purchase of these goods and services.
The amounts are unsecured, are recognised as a current liability and are normally paid within 30 days of recognition

**SIGNIFICANT ACCOUNTING POLICIES (continued)**

**Prepaid rates**

Prepaid rates are, until the taxable event has occurred (start of the next financial year), refundable at the request of the ratepayer. Rates received in advance are initially recognised as a financial liability. When the taxable event occurs, the financial liability is extinguished and the Town recognises revenue for the prepaid rates that have not been refunded.

## 16 Contract Liabilities

| | 2020 | 2019 |
|---|---|---|
| | $ | $ |
| **Current** | | |
| Contract liabilities from contracts with customers - Rates paid in advance | 0 | 0 |
| Contract liabilities from contracts with customers | 376,463 | 4,145,290 |
| Capital grant liabilities from transfers for recognisable non financial assets | 0 | 0 |
| | 376,463 | 4,145,290 |
| **Non-current** | | |
| Contract liabilities from contracts with customers | 0 | 0 |
| Contract liabilities from transfers for recognisable non financial assets | 0 | 0 |
| | 0 | 0 |

**SIGNIFICANT ACCOUNTING POLICIES**

**Contract Liabilities**

Contract liabilities represent the the Town's obligation to transfer goods or services to a customer for which the Town has received consideration from the customer.

Contract liabilities are recognised as revenue when the performance obligations in the contract are satisfied.

**SIGNIFICANT ACCOUNTING POLICIES (continued)**

**Capital Grant Liabilities**

Capital grant Liabilities represent grant monies received for the purpose of constructing a non-financial asset in accordance to AASB 1058.

Capital grant liabilities are recognised as income when the Town achieves milestones specified in the grant agreement.

Notes to, and forming part of, the Financial Report
For the year ended 30 June 2020

## 17 Information on Borrowings

The Town has a number of borrowings which are listed below. All borrowings were made from the Western Australian Treasury Corporation and repayments were financed by general purpose revenue.

| Borrowings (Actual) 2020 | Interest Rate | Principal 1 July $ | New Loans $ | Principal Repayment $ | Principal 30 June Outstanding $ | Interest Expense $ |
|---|---|---|---|---|---|---|
| **Law, Order and Public Safety** | | | | | | |
| 14 Parking Initiative | 3.84% | **798,561** | 0 | 798,561 | **0** | 23,071 |
| **Recreation and Culture** | | | | | | |
| 04 Aqualife Centre | 5.65% | **382,684** | 0 | 382,684 | **0** | 14,992 |
| 07 Aqualife Centre II | 6.19% | **769,051** | 0 | 372,809 | **396,242** | 37,825 |
| 11 Fletcher Park | 4.86% | **344,827** | 0 | 36,216 | **308,611** | 16,046 |
| **Economic Services** | | | | | | |
| 13 Underground Power (UGP) | 4.37% | **0** | 0 | 0 | **0** | 0 |
| 15 Underground Power | 1.16% | **0** | 18,150,000 | 0 | **18,150,000** | 61,217 |
| **Other Property and Services** | | | | | | |
| 02 Depot Land | 6.27% | **118,969** | 0 | 118,969 | **0** | 3,748 |
| 03 Administration Centre | 5.86% | **159,787** | 0 | 159,787 | **0** | 6,140 |
| 09 14 Kent Street | 7.55% | **341,509** | 0 | 76,133 | **265,376** | 24,264 |
| 10 1 Harper Street | 6.35% | **645,315** | 0 | 91,469 | **553,845** | 38,532 |
| 12 Depot Upgrade | 4.86% | **292,016** | 0 | 30,669 | **261,347** | 13,589 |
| | | **3,852,719** | **18,150,000** | **2,067,297** | **19,935,420** | **239,425** |

| Borrowings (Budget) 2020 | Interest Rate | Principal 1 July $ | New Loans $ | Principal Repayment $ | Principal 30 June Outstanding $ | Interest Expense $ |
|---|---|---|---|---|---|---|
| **Law, Order and Public Safety** | | | | | | |
| 14 Parking Initiative | 3.84% | **798,562** | 0 | 798,562 | **0** | 38,500 |
| **Recreation and Culture** | | | | | | |
| 04 Aqualife Centre | 5.65% | **382,682** | 0 | 382,682 | **0** | 16,500 |
| 07 Aqualife Centre II | 6.19% | **769,051** | 0 | 372,998 | **396,053** | 42,000 |
| 11 Fletcher Park | 4.86% | **344,827** | 0 | 36,500 | **308,327** | 16,500 |
| **Economic Services** | | | | | | |
| 13 Underground Power (UGP) | 4.37% | **0** | 0 | 0 | **0** | 0 |
| **Other Property and Services** | | | | | | |
| 02 Depot Land | 6.27% | **118,970** | 0 | 118,970 | **0** | 6,000 |
| 03 Administration Centre | 5.86% | **159,787** | 0 | 159,787 | **0** | 7,500 |
| 09 14 Kent Street | 7.55% | **341,509** | 0 | 76,500 | **265,009** | 24,500 |
| 10 1 Harper Street | 6.35% | **645,315** | 0 | 91,500 | **553,815** | 39,500 |
| 12 Depot Upgrade | 4.86% | **292,016** | 0 | 31,000 | **261,016** | 14,000 |
| | | **3,852,719** | **0** | **2,068,499** | **1,784,220** | **205,000** |

Notes to, and forming part of, the Financial Report
For the year ended 30 June 2020

**17 Information on Borrowings (continued)**

| Borrowings (Actual) 2019 | Interest Rate | Principal 1 July $ | New Loans $ | Principal Repayment $ | 30 June Outstanding $ | Interest Expense $ |
|---|---|---|---|---|---|---|
| **Law, Order and Public Safety** | | | | | | |
| 14 Parking Initiative | 3.84% | **1,567,319** | 0 | 768,757 | **798,561** | 52,875 |
| **Recreation and Culture** | | | | | | |
| 04 Aqualife Centre | 5.65% | **744,629** | 0 | 361,945 | **382,684** | 35,801 |
| 07 Aqualife Centre II | 6.19% | **1,119,811** | 0 | 350,761 | **769,051** | 60,115 |
| 11 Fletcher Park | 4.86% | **379,345** | 0 | 34,518 | **344,827** | 18,202 |
| **Economic Services** | | | | | | |
| 13 Underground Power (UGP) | 4.37% | **405,082** | 0 | 405,082 | **0** | 10,534 |
| **Other Property and Services** | | | | | | |
| 02 Depot Land | 6.27% | **230,816** | 0 | 111,847 | **118,969** | 10,983 |
| 03 Administration Centre | 5.86% | **310,607** | 0 | 150,820 | **159,787** | 15,159 |
| 09 14 Kent Street | 7.55% | **412,204** | 0 | 70,695 | **341,509** | 29,710 |
| 10 1 Harper Street | 6.35% | **731,241** | 0 | 85,926 | **645,315** | 44,137 |
| 12 Depot Upgrade | 4.86% | **321,247** | 0 | 29,231 | **292,016** | 14,593 |
| | | **6,222,301** | **0** | **2,369,581** | **3,852,718** | **292,109** |

| | 2020 Actual $ | 2019 Actual $ |
|---|---|---|
| **Current** | | |
| Borrowings | 3,149,536 | 1,664,220 |
| | **3,149,536** | **1,664,220** |
| **Non-Current** | | |
| Borrowings | 16,785,885 | 2,188,498 |
| | **16,785,885** | **2,188,498** |
| **Total** | **19,935,420** | **3,852,719** |

**New Borrowings**

The Town entered into one new Borrowing during the 2019-2020 financial year. The borrowing was to fund the new Under Ground Power Projects.

| Unspent Borrowings | Institution | Date Borrowed | Total Borrowed | Expended Year 2020 | Unspent Balance |
|---|---|---|---|---|---|
| 15 Underground Power | WATC * | 13 Mar 2020 | 18,150,000 | (4,952,346) | 13,197,654 |
| | | | **18,150,000** | **(4,952,346)** | **13,197,654** |

**SIGNIFICANT ACCOUNTING POLICIES**

**Financial liabilities**

Financial liabilities are recognised at fair value when the Town becomes a party to the contractual provisions to the instrument. Non-derivative financial liabilities (excluding financial guarantees) are subsequently measured at amortised cost. Gains or losses are recognised in profit or loss.
Financial liabilities are derecognised where the related obligations are discharged, cancelled or expired. The difference between the carrying amount of the financial liability extinguished or transferred to another party and the fair value of the consideration paid, including the transfer of non-cash assets or liabilities assumed, is recognised in profit or loss.

**Borrowing costs**

Borrowing costs are recognised as an expense when incurred except where they are directly attributable to the acquisition, construction or production of a qualifying asset. Where this is the case, they are capitalised as part of the cost of the particular asset until such time as the asset is substantially ready for its intended use or sale.

**Risk**
Information regarding exposure to risk can be found at Note 35.

Notes to, and forming part of, the Financial Report
For the year ended 30 June 2020

## 18 Provisions

| | Provision for Annual Leave | Provision for Sick Leave | Provision for Long Service Leave | Total |
|---|---|---|---|---|
| | $ | $ | $ | $ |
| Opening Balance as at 01 July 2019 | 1,946,140 | 716,429 | 1,901,582 | 4,564,151 |
| Additional Provisions made | 1,433,318 | 449,533 | 305,738 | 2,188,589 |
| Amounts Used | (1,319,688) | (401,403) | (243,566) | (1,964,657) |
| Closing Balance as at 30 June 2020 | **2,059,770** | **764,559** | **1,963,754** | **4,788,083** |

| | 2020 Actual | 2019 Actual |
|---|---|---|
| | $ | $ |
| **Current Employee Benefits Related Provisions** | | |
| Employee Annual Leave | 2,059,770 | 1,946,140 |
| Employee Sick Leave | 710,330 | 683,949 |
| Employee Long Service Leave | 1,523,371 | 1,599,385 |
| | 4,293,471 | 4,229,474 |
| **Non-Current Employee Benefits Related Provisions** | | |
| Employee Sick Leave | 54,229 | 32,480 |
| Employee Long Service Leave | 440,383 | 302,197 |
| | 494,612 | 334,677 |
| **Total Employee Benefits Related Provisions** | **4,788,083** | **4,564,151** |

**Annual Leave Liabilities**

Classified as current as there is no unconditional right to defer settlement for at least 12 months after the end of the reporting period.
Assessments indicate that actual settlement of the liabilities is expected to occur as following:

| **Amounts are expected to be settled on the following basis:** | 2020 $ | 2019 $ |
|---|---|---|
| Less than 12 months after the reporting date | 1,215,264 | 1,148,223 |
| More than 12 months from reporting date | 844,506 | 797,917 |
| | 2,059,770 | 1,946,140 |

Notes to, and forming part of, the Financial Report
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**18 Provisions (continued)**

### Sick Leave Liability

Employees accrue personal leave based on the number of years of service and are entitled to paid personal or carer's leave at the employee's base rate of pay for the employee's ordinary hours of work in the period of personal or carer's leave.

A percentage of unused personal leave is paid to an employee where an employee retires or terminates their employment voluntarily or is made redundant. The percentage if based on number of years of employment.

Assessments indicate that actual settlement of the liabilities is expected to occur as follows

| | 2020 | 2019 |
|---|---|---|
| | $ | $ |
| Less than 12 months after the reporting date | 649,875 | 608,965 |
| More than 12 months from reporting date | 114,684 | 107,464 |
| | 764,559 | 716,429 |

### Long Service Leave Liability

Unconditional long service leave provisions are classified as current liabilities as the Town does not have an unconditional right to defer settlement of the liability for at least 12 months after the end of the reporting period.

Pre-conditional and conditional long service leave provisions are classified as non-current liabilities because the Town has an unconditional right to defer settlement of the liability until the employee has completed the required years of services.

Assessments indicate that actual settlement of the liabilities is expected to occur as follows

| | 2020 | 2019 |
|---|---|---|
| | $ | $ |
| Less than 12 months after the reporting date | 589,126 | 380,316 |
| More than 12 months from reporting date | 1,374,628 | 1,521,265 |
| | 1,963,754 | 1,901,582 |

### SIGNIFICANT ACCOUNTING POLICIES

Employee benefits

Short-term employee benefits

Provision is made for the Town's obligations for short-term employee benefits. Short-term employee benefits are benefits (other than termination benefits) that are expected to be settled wholly before 12 months after the end of the annual reporting period in which the employees render the related service, including wages, salaries and sick leave.

Short-term employee benefits are measured at the (undiscounted) amounts expected to be paid when the obligation is settled.
The Town's obligations for short-term employee benefits such as wages, salaries and sick leave are recognised as a part of current trade and other payables in the statement of financial position.

Other long-term employee benefits

The Town's obligations for employees' annual leave and long service leave entitlements are recognised as provisions in the statement of financial position.

Long-term employee benefits are measured at the present value of the expected future payments to be made to employees. Expected future payments incorporate anticipated future wage and salary levels, durations of service and employee departures and are discounted at rates determined by reference to market yields at the end of the reporting period on government bonds that have maturity dates that approximate the terms of the obligations. Any remeasurements for changes in assumptions of obligations for other long-term employee benefits are recognised in profit or loss in the periods in which the changes occur.

The Town's obligations for long-term employee benefits are presented as non-current provisions in its statement of financial position, except where the Town does not have an unconditional right to defer settlement for at least 12 months after the end of the reporting period, in which case the obligations are presented as current provisions.

Provisions

Provisions are recognised when the Town has a present legal or constructive obligation, as a result of past events, for which it is probable that an outflow of economic benefits will result and that outflow can be reliably measured. Provisions are measured using the best estimate of the amounts required to settle the obligation at the end of the reporting period.

Notes to, and forming part of, the Financial Report
For the year ended 30 June 2020

## 19 Notes to the Statement of Cash Flows

| | 2020 Actual | 2020 Budget | 2019 Actual |
|---|---|---|---|
| | $ | $ | $ |
| **(a) Reconciliation of Cash** | | | |
| For the purposes of the Statement of Cash Flows, cash includes cash and cash equivalents, net of outstanding bank overdrafts. Cash at the end of the reporting period is reconciled to the related items in the Statement of Financial Position as follows - | | | |
| Cash and Cash Equivalents | 45,086,829 | 34,281,338 | 50,512,621 |
| | **45,086,829** | **34,281,338** | **50,512,621** |
| **(b) Reconciliation of Net Cash Provided by Operating Activities to Net Result** | | | |
| Net Result | (4,225,643) | 9,363,589 | 8,046,947 |
| **Non-cash flows in Net result:** | | | |
| Depreciation | 9,464,247 | 9,384,500 | 9,177,540 |
| Share of loss of equity accounted investees | 37,435 | 0 | (194,390) |
| (Profit) / Loss on Sale of Assets | 11,775 | (12,068) | 155,018 |
| (Profit) / Loss from TPRC | (362,936) | 0 | (545,910) |
| Change in Equity WALGA Local Govt House trust | (1,868) | 0 | 0 |
| Revaluation decrements on Non Current Assets | 10,853,801 | 0 | 0 |
| **Changes in Assets and Liabilities** | | | |
| (Increase) / Decrease in Receivables | (149,991) | 676,398 | (559,599) |
| (Increase) / Decrease in Inventories | 62,135 | 0 | (22,861) |
| Increase / (Decrease) in Payables | (7,386,164) | (721,931) | 4,908,346 |
| Increase / (Decrease) in Employee Provisions | 283,844 | 0 | (163,762) |
| Grants and Contributions for Asset Development | 0 | (8,741,000) | (1,367,729) |
| **Net Cash from Operating Activities** | **8,586,635** | **9,949,489** | **19,433,602** |
| **(c) Undrawn Borrowing Facilities** | | | |
| **Credit Standby Arrangements** | | | |
| Bank Overdraft Limit | 200,000 | 200,000 | 200,000 |
| Bank Overdraft at Balance Date | 0 | 0 | 0 |
| Credit Card Limit | 22,000 | 22,000 | 22,000 |
| Credit Card at Balance Date | (9,647) | (9,647) | (4,180) |
| **Total Amount of Credit Unused** | **212,353** | **212,353** | **217,820** |

Notes to, and forming part of, the Financial Report
For the year ended 30 June 2020

**20 Total Assets Classified by Function and Activity**

| | 2020 Actual | 2019 Actual |
|---|---|---|
| | $ | $ |
| General Purpose Funding | 18,960,882 | 20,482,351 |
| Governance | 769,956 | 1,270,508 |
| Law, Order and Public Safety | 463,413 | 566,259 |
| Health | 83,430 | 7,084 |
| Education and Welfare | 183,014 | 185,955 |
| Community Amenities | 18,289,658 | 5,805,674 |
| Recreation and Culture | 78,093,284 | 80,284,901 |
| Transport | 260,547,552 | 224,510,178 |
| Economic Services | 16,790,383 | 15,628,080 |
| Other Property and Services | 221,667,952 | 619,143,033 |
| | **615,849,523** | **967,884,023** |

## 21 Contingent Liabilities

**Mindarie Regional Council - Commitment - Deed of Guarantee**

In line with other equity holders in the Mindarie Regional Council (MRC) the Town has guaranteed, proportionate to its equity share (one twelfth), the obligations of MRC to the contractor who built and is operating the Neerabup Recovery Facility. Such guarantee can be called upon in the event of a default event during the contractors operation of the facility. The share of the liability that could be generated by the exercise of the guarantee is estimated at an amount of $7.21 million.

The Deed of Guarantee will only crystallise if:

- Mindarie Regional Council is unable to meet payments that creates a default under the Resource Recovery Facility Agreement (RRFA)
- There is a *Force Majeure* event.

*Force Majeure* events will be limited due to insurance and can be narrowed down to the following -
a. War risks, confiscations, nationalisation
b. Nuclear attack, radiation, contamination by radio activity from nuclear waste etc.
c. Sea damage, tidal wave or high water or storm surge
d. Spontaneous combustion, fermentation or any process involving application of hea

No amount has been provided for in relation to the guarantee (2019: $Nil)

**Contaminated Sites**

In compliance with the *Contaminated Sites Act 2003 Section11* , the Town has not been notified of any sites that are potentially contaminated. The Town however has sites that are sumps which may be contaminated and have received notice from Mindarie Regional Council on potential contamination at the Tamala Park Waste Management Facility site.

Until the Town makes a decision to repurpose these sumps it is not required to investigate to determine the presence and scope of contamination, assess the risk and agree with the Department of Water and Environmental Regulation on the need and criteria for remediation. Town is therefore unable to estimate the potential costs associated with remediation of these sites. This approach is consistent with the Department of Water and Environmental Regulation Guidelines.

In February 2020, Mindarie Regional Council received the Mandatory Auditor's Report (MAR) as requested by the Department of Water and Environmental Regulation (DWER) in respect to the Tamala Park Waste Management Facility site. Among other things, the purpose of the report was to confirm that earlier investigations undertaken adequately characterised the contamination status of the site and whether potentially significant risks to human health, the environment or environmental values exist on-site or off-site.

The report notes that groundwater impacts from landfill activities are currently evident in the aquifer immediately beneath the landfill at concentrations above the relevant DWER irrigation or drinking water guidelines. Further testing and analysis is still required to understand the full extent of the offsite impact on potential groundwater contamination.

The MRC has commenced work on the MAR recommendations identified. At this stage, it is not possible to make a reasonable estimate of the financial impact that may arise from possible remedial action.

## 22 Capital Expenditure Commitments

| | 2020 | 2019 |
|---|---|---|
| **Capital expenditure commitments** | $ | $ |
| Carried forward capital works commitments under contract at 30 June | 632,016 | 2,371,635 |

The capital expenditure commitment outstanding at the end of the current reporting period represents commitments relating to property, plant, equipment and Infrastructure projects that have been carried forward to the next financial year.

Notes to, and forming part of, the Financial Report
For the year ended 30 June 2020

## 23 Investment in Associates

| Interest in Associates<br>(a) Net assets | 2020<br>$ | 2019<br>$ |
|---|---|---|
| Mindarie Regional Council 23(b) | 5,685,075 | 5,878,911 |
| Tamala Park Regional Council 23(c) | 3,908,325 | 3,809,341 |
| | **9,593,400** | **9,688,252** |

### (b) Mindarie Regional Council

The Mindarie Regional Council (MRC) was formally constituted in December 1987. The Town of Victoria Park, along with the Municipalities of Joondalup, Wanneroo, Stirling, Perth, Cambridge and Vincent, form the membership of the Mindarie Regional Council. The primary function of the Regional Council is for the orderly and efficient treatment and / or disposal of waste. The Town of Victoria Park has a one-twelfth (1/12) equity interest in the MRC of the refuse disposal facility as per the constitution amendment (25 November 1996). The following table summarises the financial information of the MRC as included in its own financial statements.

| | 2020<br>$ | 2019<br>$ |
|---|---|---|
| **Percentage Ownership** | | |
| Current Assets | 40,659,608 | 37,247,209 |
| Non-Current Assets | 64,690,790 | 57,938,907 |
| **Total Assets** | **105,350,398** | **95,186,116** |
| Current Liabilities | 8,355,529 | 7,487,383 |
| Non-Current Liabilities | 28,773,967 | 17,151,807 |
| **Total Liabilities** | **37,129,496** | **24,639,190** |
| **Net Assets (100%)** | **68,220,902** | **70,546,926** |
| **Town of Victoria Park 1/12 Share** | **5,685,075** | **5,878,911** |
| **Equity** | | |
| Retained surplus | 15,946,037 | 10,313,069 |
| Reserves | 22,712,639 | 21,953,499 |
| Revaluation surplus | 25,476,500 | 34,194,632 |
| Council contributions | 4,085,726 | 4,085,726 |
| Revenue | 56,192,614 | 57,951,311 |
| Expenses | (58,208,057) | (56,988,793) |
| **Total** | **(2,015,443)** | **962,518** |
| Profit Loss from Ordinary Activities | (310,581) | (55,967) |
| **Net Result** | **(2,326,024)** | **906,551** |
| Other Comprehensive Income | **0** | **1,733,869** |
| **Total Comprehensive Income (100%)** | **(2,326,024)** | **2,640,420** |
| **Town of Victoria Park 1/12 Share *** | (193,835) | 220,035 |
| 1/12 Share of Net Results * | 79,220 | 85,939 |
| 1/12 Share of Other Comprehensive Income | (273,055) | 134,096 |
| Increase/(Decrease) in Equity Interest | (193,835) | 220,035 |

### (c) Tamala Park Regional Council

The Tamala Park Regional Council (TPRC) was formally constituted in February 2006. The Town of Victoria Park, along with the Municipalities of Joondalup, Wanneroo, Stirling, Perth, Cambridge and Vincent, form the membership of the Tamala Park Regional Council.
The purpose of the Regional Council is to create an urban development of 165 hectares immediately north of the Mindarie Regional Council leased land. The Town of Victoria Park has a one-twelfth (1/12) equity interest in the TPRC.

The following table summarises the financial information of the TPRC as included in its own financial statements.

| | 2020<br>$ | 2019<br>$ |
|---|---|---|
| **Percentage Ownership** | | |
| Current Assets | 45,517,277 | 44,320,816 |
| Non-Current Assets | 1,757,617 | 1,723,283 |
| **Total Assets** | **47,274,894** | **46,044,099** |
| Current Liabilities | 345,026 | 326,286 |
| Non-Current Liabilities | 29,968 | 5,719 |
| **Total Liabilities** | **374,994** | **332,005** |
| **Net Assets (100%)** | **46,899,900** | **45,712,094** |
| **Town of Victoria Park 1/12 Share** | **3,908,325** | **3,809,341** |
| | | |
| **Equity** | | |
| Retained surplus | 1,650,364 | 1,810,759 |
| Member contributions | 45,243,183 | 43,894,982 |
| Revaluation surplus | 6,353 | 6,353 |
| Total Equity | **46,899,900** | **45,712,094** |
| **Town of Victoria Park 1/12 Share** | **3,908,325** | **3,809,341** |
| | | |
| Revenue | 789,822 | 1,199,674 |
| Expenses | (950,217) | (1,174,073) |
| **Total** | **(160,395)** | **25,601** |
| Profit Loss from Ordinary Activities | 0 | (5,852) |
| **Net Result** | **(160,395)** | **19,749** |

| | | |
|---|---|---|
| Other Comprehensive Income | **0** | **0** |
| **Total Comprehensive Income (100%)** | **(160,395)** | **19,749** |
| **Town of Victoria Park 1/12 Share *** | (13,366) | 1,646 |
| | | |
| * | | |
| 1/12 Share of Net Results/(change in retained Surplus) | (13,366) | 1,646 |
| 1/12 Share of Other Comprehensive Income/(Change in Member contributions) | 112,350 | (2,314) |
| 1/12 Share of change in the revaluation surplus | 0 | 0 |
| Increase/(Decrease) in Equity Interest | **98,984** | **(668)** |

Notes to, and forming part of, the Financial Report
For the year ended 30 June 2020

**23 Investment in Associates (continued)**

| (d) Change in Equity | 2020 | Restated* 2019 |
|---|---|---|
| | $ | $ |
| **Investment in Mindarie Regional Council** | 5,878,911 | 5,658,876 |
| Opening Balance | | |
| Changes on Revaluation of Non-Current Assets | (170,352) | 1,259 |
| Net Share of Interests in Mindarie Regional Council | (23,483) | 218,776 |
| **Closing Balance (Based on audited financials)** | 5,685,075 | 5,878,911 |
| **Investment in Tamala Park Regional Council** | | |
| Opening Balance | 3,679,194 | 3,811,026 |
| Proceeds from Sale of Land | 753,148 | 828,217 |
| Land Development Expenses | (390,212) | (544,637) |
| Proceeds Distribution | (250,000) | (333,333) |
| Net Share of Interests in Tamala Park Regional Council - Retained surplus | (13,366) | 1,646 |
| Net Share of Interests in Tamala Park Regional Council - Members Equity | (586) | (83,725) |
| Closing Balance (Based on audited financials) | 3,778,178 | 3,679,194 |
| Net Share of Interests in Mindarie Regional Council | (23,483) | 218,776 |
| Net Share of Interests in Tamala Park Regional Council - Retained surplus | (13,366) | 1,646 |
| Net Share of Interests in Tamala Park Regional Council - Members Equity | (586) | (83,725) |
| Increase/(Decrease) in Equity Interest | (37,435) | 136,697 |

* Refer to Note 34 for prior year adjustments relating to Mindarie Regional Council.

## 23 Investment in Associates (continued)

### SIGNIFICANT ACCOUNTING POLICY

**Investment in Associate**
The Town is a participant in the Mindarie Regional Council and Tamala Park Regional Council with six other councils namely the Cities of Joondalup, Wanneroo, Stirling, Perth, Vincent and the Town of Cambridge.

An associate is an entity over which the Town has significant influence. Significant influence is the power to participate in the financial operating policy decision of that entity but is not control or joint control of those policies. Investments in associates are accounted for in the financial statements by applying the equity method of accounting, whereby the investment is initially recognised at cost and adjusted thereafter for the post-acquisition change in the Town's share of net assets of the associate. In addition, the Town's share of the profit or loss of the associate is included in the Town's profit or loss.

The carrying amount of the investment includes, where applicable, goodwill relating to the associate. Any discount on acquisition, whereby the Town's share of the net fair value of the associate exceeds the cost of investment, is recognised in profit or loss in the period in which the investment is acquired.

Profits and losses resulting from transactions between the Town and the associate are eliminated to the extent of the Town's interest in the associate.

When the Town's share of losses in an associate equals or exceeds its interest in the associate, the Town discontinues recognising its share of further losses unless it has incurred legal or constructive obligations or made payments on behalf of the associate. When the associate subsequently makes profits, the Town will resume recognising its share of those profits once its share of the profits equals the share of the losses not recognised.

## 24 Other Financial Assets

### WALGA Local Government House Trust

This note discloses the equity the Town of Victoria Park has in the Local Government House Trust as a consequence of a contribution towards the cost of purchasing Local Government House. The total contribution by all Councils towards the cost of the WALGA building was $582,000. There are 620 units in the Local Government House Unit Trust, 2 of which are held by the Town of Victoria Park. The audit of WALGA Local Government House Trust annual financial report has been completed at the time of preparing the Town's annual financials, therefore the values below are based on audited financials

Investment in WALGA Local Government House Trust is recognised as Financial assets at fair value through profit and loss

| | 2020 | 2019 |
|---|---|---|
| | $ | $ |
| **Investment in WALGA Local Government House Trust** | **36,903** | **35,035** |

| **Changes in Equity - Other Financial Assets** | 2020 | 2019 |
|---|---|---|
| | $ | $ |
| WALGA Local Government House Trust - Share of Net Results | 1,868 | 4,101 |
| **Net Movement in Joint Venture and Other Financial Asset Equity Interest** | **1,868** | **4,101** |

### Financial assets at fair value through profit and loss

The Town classifies the following financial assets at fair value through profit and loss:
- debt investments which do not qualify for measurement at either amortised cost or fair value through other comprehensive income.
- equity investments which the Town has not elected to recognise fair value gains and losses through other comprehensive income.

Notes to, and forming part of, the Financial Report
For the year ended 30 June 2020

## 25 Financial Ratios

| | 2020 | 2019 | 2018 |
|---|---|---|---|
| Current Ratio | 1.52 | 1.44 | 1.30 |
| Asset Sustainability Ratio | 0.84 | 0.62 | 0.72 |
| Debt Service Cover Ratio | (0.51) | 6.07 | 4.85 |
| Own Source Revenue Coverage Ratio | 0.79 | 1.07 | 1.01 |
| Operating Surplus Ratio | (0.19) | 0.11 | 0.10 |
| Asset Consumption Ratio | 0.71 | 0.73 | 0.75 |
| Asset Renewal Funding Ratio | 1.06 | 1.01 | 0.99 |

The above ratios are calculated as follows -

| | |
|---|---|
| Current Ratio | Current Assets Minus Restricted Assets / Current Liabilities Minus Liabilities Associated with Restricted Assets |
| Asset Sustainability Ratio | Capital Renewal and Replacement Expenditure / Depreciation Expense |
| Debt Service Cover Ratio | Annual Operating Surplus before Interest and Depreciation / Principal and Interest |
| Operating Surplus Ratio | Operating Revenue minus Operating Expense / Own Source Operating Revenue |
| Own Source Revenue Coverage Ratio | Own Source Operating Revenue / Operating Expense |
| Asset Consumption Ratio | Depreciated Replacement Cost of Depreciable Assets / Current Replacement Cost of Depreciable Assets |
| Asset Renewal Funding Ratio | NPV of Planned Capital Renewal over 10 years / NPV of Required Capital Renewal over 10 years |

Notes to, and forming part of, the Financial Report
For the year ended 30 June 2020

## 26 Rating Information

### ( a ) Rates Levied

**Rating (Budget) 2020**

| | Rate in $ / Minimum | Property Numbers # | Rateable Value $ | Rate Revenue $ | Interim Rates $ | Back Rates $ | Total Revenue $ |
|---|---|---|---|---|---|---|---|
| **Differential Rates** | | | | | | | |
| Residential | 0.0840 | 12,752 | 277,721,363 | 23,328,594 | 142,502 | 0 | 23,471,096 |
| Non-Residential | 0.0940 | 1,614 | 201,420,096 | 18,933,489 | 114,476 | 0 | 19,047,965 |
| | | 14,366 | 479,141,459 | 42,262,083 | 256,978 | 0 | 42,519,062 |
| **Differential Minimums** | | | | | | | |
| Residential | 1,233 | 2,792 | 36,728,770 | 3,442,537 | 0 | 0 | 3,442,537 |
| | 1,282 | 335 | 3,506,513 | 429,470 | 0 | 0 | 429,470 |
| Non-Residential | | | | | | | |
| | | 3,127 | 40,235,283 | 3,872,007 | 0 | 0 | 3,872,007 |
| **Total** | | **17,493** | **519,376,742** | **46,134,091** | **256,978** | **0** | **46,391,069** |
| Rates paid in Advance | | | | | | | 0 |
| **Total** | | | | | | | **46,391,069** |

**Rating (Actual) 2020**

| | Rate in $ / Minimum | Property Numbers # | Rateable Value $ | Rate Revenue $ | Interim Rates $ | Back Rates $ | Total Revenue $ |
|---|---|---|---|---|---|---|---|
| **Differential Rates** | | | | | | | |
| Residential | 0.0840 | 12,755 | 277,284,853 | 23,291,928 | 538,172 | 51,928 | 23,882,028 |
| Non-Residential | 0.0940 | 1,621 | 201,700,386 | 18,959,836 | 233,990 | (15,086) | 19,178,740 |
| | | 14,376 | 478,985,239 | 42,251,764 | 772,162 | 36,842 | 43,060,768 |
| **Differential Minimums** | | | | | | | |
| Residential | 1,233 | 2,793 | 36,746,340 | 3,443,769 | (20,321) | (1,132) | 3,422,316 |
| Non-Residential | 1,282 | 336 | 3,551,063 | 430,752 | 23,563 | 6,305 | 460,620 |
| | | 3,129 | 40,297,403 | 3,874,521 | 3,242 | 5,173 | 3,882,936 |
| **Total** | | **17,505** | **519,282,642** | **46,126,285** | **775,404** | **42,015** | **46,943,704** |
| Rates paid in Advance | | | | | | | 0 |
| **Total** | | | | | | | **46,943,704** |

**Specified Area Rates**

The Town did not raise any Specified Area Rates during the 2019-2020 financial year.

## 26 Rating Information (continued)

### Rating (Actual) 2019

| | Rate in $ / Minimum | Property Numbers # | Rateable Value $ | Rate Revenue $ | Interim Rates $ | Back Rates $ | Total Revenue $ |
|---|---|---|---|---|---|---|---|
| **Differential Rates** | | | | | | | |
| Residential | 0.0840 | 12,636 | 274,509,823 | 23,058,825 | 127,234 | 275 | 23,186,334 |
| | 0.0940 | 1,605 | 198,827,831 | 18,689,816 | 226,885 | 73,158 | 18,989,859 |
| Non-Residential | | | | | | | |
| | | 14,241 | 473,337,654 | 41,748,641 | 354,119 | 73,433 | 42,176,193 |
| **Differential Minimums** | | | | | | | |
| Residential | 1,233 | 2,818 | 37,084,860 | 3,474,594 | (24,653) | (410) | 3,449,531 |
| | 1,282 | 319 | 3,417,993 | 408,958 | 26,479 | 1,968 | 437,405 |
| Non-Residential | | | | | | | |
| | | 3,137 | 40,502,853 | 3,883,552 | 1,826 | 1,558 | 3,886,936 |
| **Total** | | **17,378** | **513,840,507** | **45,632,193** | **355,945** | **74,991** | **46,063,129** |
| Rates paid in Advance | | | | | | | 372,964 |
| **Total** | | | | | | | **46,436,093** |

**Specified Area Rates**

The Town did not raise any Specified Area Rates during the 2018-2019 financial year.

## 27 Service Charges

The Town did not raise any new Service charges during the 2019-2020 financial year.

New Services charges are expected to be raised for the areas of Carlisle North, Victoria Park East and Victoria Park West during the 2021-2022 Financial year.

Notes to, and forming part of, the Financial Report
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## 28 Rates Related Discounts, Incentives, Concessions and Write-Offs

The Town did not provide any discounts, waivers or concessions with regards to the payment of rates.

Five payment incentives were offered -

**Package 1:** $2,000 cash plus two A-Reserve tickets to Western Australian Symphony Orchestra

**Package 2:** $1,000 cash plus two A-Reserve tickets to Western Australian Symphony Orchestra

**Package 3:** $1,000 cash

**Package 4:** $500 cash

**Package 5:** $500 cash

| | 2020 Actual $ | 2019 Actual $ |
|---|---|---|
| Written-off rates and rates related fees and charges | 2,349 | 1,535 |

## 29 Rates Related Interest and Instalment Charges

The following options were made available to Ratepayers for the payment of rates:

| Instalment Options | Instalment Plan Due Date | Instalment Plan Admin Fee | Instalment Plan Interest Rate | Unpaid / Late Interest Rate |
|---|---|---|---|---|
| Option 1 - Full amount | | | | |
| Single full payment | 12-Sep-19 | Nil | Nil | 11% |
| Option 2 - Four payment instalments | | | | |
| First Instalment | 12-Sep-19 | $0 | 5.5% | 11% |
| Second Instalment | 13-Nov-19 | $ 14.00 | 5.5% | 11% |
| Third Instalment | 17-Jan-20 | $ 14.00 | 5.5% | 11% |
| Fourth Instalment | 19-Mar-20 | $ 14.00 | 5.5% | 11% |

| | 2020 Actual Revenue $ | 2020 Budgeted Revenue $ | 2019 Actual Revenue $ |
|---|---|---|---|
| Instalment Interest | 247,780 | 260,000 | 254,860 |
| Late Payment Interest | 228,581 | 175,000 | 220,158 |
| Waste Debts Interest (Rates) | 3,892 | 2,700 | 4,117 |
| Charges on instalment plans and arrangements | 263,676 | 270,000 | 264,292 |
| | **743,930** | **707,700** | **743,428** |

## 30 Employee Numbers

| | 2020 | 2019 |
|---|---|---|
| Number of Full-Time Equivalent Employees at Balance Date | 190 | 173 |

Notes to, and forming part of, the Financial Report
For the year ended 30 June 2020

## 31 Rate Setting Statement Information

| | Note | 2019/20 (30 June 2020 Carried Forward) | 2019/20 (1 July 2019 Brought Forward) | 2019/20 (30 June 2019 Carried Forward |
|---|---|---|---|---|
| | | $ | $ | $ |
| **(a) Non-cash amounts excluded from operating activities** | | | | |
| The following non-cash revenue or expenditure has been excluded from amounts attributable to operating activities within the Rate Setting Statement in accordance with Financial Management Regulation 32. | | | | |
| **Adjustments to operating activities** | | | | |
| Less: Profit on asset disposals | 10 | (34,437) | (371,147) | (371,147) |
| Less: Share of profit from sale of land (TPRC) | 23 | (362,936) | (740,299) | (740,299) |
| Less: Fair value adjustments to financial assets at amortised cost (WALGA House Trust) | 24 | (1,868) | 0 | 0 |
| Add: Movement in Net Share of Interest in Associate | 23(b) | 37,435 | 0 | 0 |
| Add: Movement in pensioner deferred rates (non-current) | 5(b) | 45,114 | 120,642 | 120,642 |
| Add: Movement in employee benefit provisions (non-current) | 18 | 159,935 | (133,492) | (133,492) |
| Add: Movement in other provisions (non-current) | | | | |
| Less: Movement in Inventory (Land held for development TPRC) | 23 | 41,374 | 0 | 0 |
| Add: Loss on disposal of assets | 10 | 46,212 | 526,165 | 526,165 |
| Add: Loss on revaluation of fixed assets | 14 | 10,853,801 | 0 | 0 |
| Add: Depreciation on non-current assets | 11 | 9,464,247 | 9,177,539 | 9,177,539 |
| **Non cash amounts excluded from operating activities** | | 20,248,878 | 8,579,408 | 8,579,408 |
| **(b) Surplus/(deficit) after imposition of general rates** | | | | |
| The following current assets and liabilities have been excluded from the net current assets used in the Rate Setting Statement in accordance with Financial Management Regulation 32 to agree to the surplus/(deficit) after imposition of general rates. | | | | |
| **Adjustments to net current assets** | | | | |
| Less: Reserves - cash backed | 4 | (45,567,473) | (32,397,367) | (32,397,367) |
| Less: Current assets not expected to be received at end of year | | | | |
| - Land held for resale | 23 | (492,516) | (508,546) | (508,546) |
| Add: Current liabilities not expected to be cleared at end of year | | | | |
| - Current portion of borrowings | 17 | 3,149,536 | 1,664,220 | 1,664,220 |
| - Current portion of lease liabilities | 12 | 64,155 | 0 | 0 |
| **Total adjustments to net current assets** | | (42,846,298) | (31,241,693) | (31,241,693) |
| **Net current assets used in the Rate Setting Statement** | | | | |
| Total current assets | | 65,794,751 | 55,062,229 | 55,062,229 |
| Less: Total current liabilities | | (13,329,764) | (16,132,253) | (15,759,289) |
| Less: Total adjustments to net current assets | | (42,846,298) | (31,241,693) | (31,241,693) |
| **Net current assets used in the Rate Setting Statement** | | 9,618,689 | 7,688,282 | 8,061,246 |

**Adjustments to current assets and liabilities at 1 July 2019 on application of new accounting standards**

| | | |
|---|---|---|
| **Total current assets at 30 June 2019** | | 55,062,229 |
| - Contract assets | | 0 |
| **Total current assets at 1 July 2019** | | 55,062,229 |
| **Total current liabilities at 30 June 2019** | | (15,759,289) |
| - Rates paid in advance | 26 | (372,964) |
| **Total current liabilities at 1 July 2019** | | (16,132,253) |

Notes to, and forming part of, the Financial Report
For the year ended 30 June 2020

## 32 Elected Members' Fees and Allowances

| | 2020 Actual $ | 2020 Budget $ | 2019 Actual $ |
|---|---|---|---|
| Mayoral Allowance | 62,727 | 62,727 | 74,585 |
| Deputy Mayoral Allowance | 15,254 | 15,682 | 18,646 |
| Members Meeting Fees | 206,483 | 215,393 | 255,454 |
| Information and Communication Technology Allowance | 30,228 | 31,500 | 31,500 |
| Members Expenses | 0 | 1,000 | 0 |
| Members Travel | 39 | 1,970 | 530 |
| | **314,731** | **328,272** | **380,714** |

## 33 Events after the reporting period

There are no material or significant events that require disclosure in the financial report.

Notes to, and forming part of, the Financial Report
For the year ended 30 June 2020

## 34 Major Land Transactions

### Tamala Park Regional Council - Development of Catalina Estate

#### (a) Details

The Town is a participant (along with the Cities of Joondalup, Perth, Stirling, Vincent, Wanneroo and the Town of Cambridge) in the operations of the Tamala Park Regional Council (TPRC) Lot 9504. The TPRC was created in 2006 to develop the Catalina Estate - approximately 173 hectares of land for sale immediately north of the land leased by the Mindarie Regional Council. The Town has a one twelfth (1/12) equity in the net assets of the development and the net proceeds of the land development; as well as a one twelfth (1/12) share in the asset of the lands held for development.
The Town's share of the land sale proceeds at Tamala Park is $753,148. The Town's share of the development and selling costs is $390,212 resulting in a net gain amount of $362,936. This note should also be read in conjunction with Note 23 Interests in Associates.

#### (b) Current year transactions

| Town's share of current year transactions | 2020 Actual $ | 2019 Actual $ |
|---|---|---|
| Operating Income | | |
| - Proceeds from Sale of Land (distributed) | 250,000 | 333,333 |
| -Proceeds from Sale of Land (not distributed) | 503,148 | 494,884 |
| | 753,148 | 828,217 |
| Capital Expenditure | | |
| -Land Development Costs | (390,212) | (413,473) |
| Net profit on sale of land | **362,936** | **414,744** |

#### (c) Expected future cash flows

| | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | Total |
|---|---|---|---|---|---|---|
| **Cash outflows** | | | | | | |
| - Development costs | (1,772,757) | (2,618,247) | (2,618,754) | (2,413,856) | (2,190,666) | (11,614,280) |
| | (1,772,757) | (2,618,247) | (2,618,754) | (2,413,856) | (2,190,666) | (11,614,280) |
| **Cash inflows** | | | | | | |
| - Sale proceeds | 3,533,299 | 4,670,374 | 4,465,042 | 4,744,462 | 5,037,014 | 22,450,191 |
| | 3,533,299 | 4,670,374 | 4,465,042 | 4,744,462 | 5,037,014 | 22,450,191 |
| **Net cash flows** | 1,760,542 | 2,052,127 | 1,846,288 | 2,330,606 | 2,846,348 | 10,835,911 |

| | 2025/26 | 2026/27 | 2027/28 | 2028/29 | 2029/30 | Total |
|---|---|---|---|---|---|---|
| **Cash outflows** | | | | | | |
| - Development costs | (2,904,050) | 2,751,955 | (516,018) | (271,600) | 0 | (939,713) |
| | (2,904,050) | 2,751,955 | (516,018) | (271,600) | 0 | (939,713) |
| **Cash inflows** | | | | | | |
| - Sale proceeds | 5,503,308 | 6,609,530 | 3,739,413 | 389,156 | 0 | 16,241,407 |
| | 5,503,308 | 6,609,530 | 3,739,413 | 389,156 | 0 | 16,241,407 |
| **Net cash flows** | 2,599,258 | 9,361,485 | 3,223,395 | 117,556 | 0 | 15,301,694 |

#### (d) Assets and liabilities

| Refer to Inventories (Note 6) | 2020 $ | 2019 $ |
|---|---|---|
| **Non-Current** | | |
| Land held for development (TPRC) | 492,627 | 517,971 |
| | 492,627 | 517,971 |

## 35 Financial Risk Management

This note explains the Town's exposure to financial risks and how these risks could affect the Town's future financial performance

| Risk | Exposure arising from | Measurement | Management |
|---|---|---|---|
| Market risk - interest rate | Long term borrowings at variable rates. | Sensitivity analysis | Utilise fixed interest rate borrowings |
| Credit risk | Cash and cash equivalents, trade receivables, other financial assets and debt investments. | Aging analysisCredit analysis | Diversification of bank deposits, credit limits. Investment policy |
| Liquidity risk | Borrowings and other liabilities. | Rolling cash flow forecasts | Availability of committed credit lines and borrowing facilities |

The Town does not engage in transactions expressed in foreign currencies and is therefore not subject to foreign currency risk.

Financial risk management is carried out by the Town under policies approved by Council. Council held the following financial instruments at balance date;

### Interest rate risk

**Cash and cash equivalents**
The Town's objective is to maximise return on cash and cash investments whilst maintaining an adequate level of liquidity and preserving capital. The Town maintains an investment policy and the policy is subject to regular review. An investment report is provided monthly setting out the make-up and performance of the portfolio.

Excess cash and cash equivalents are invested in fixed interest rate term deposits which do not expose the Town to cash flow interest rate risk. Cash and cash equivalents required for working capital are held in variable interest rate accounts. Carrying amounts of cash and cash equivalents at the 30 June and the weighted average interest rate across all cash and cash equivalents and term deposits held disclosed as financial assets at amortised cost are reflected in the table below.

| | Weighted Average Interest Rate | Carrying Amounts | Fixed Interest Rate | Variable Interest Rate | Non Interest Bearing |
|---|---|---|---|---|---|
| | % | $ | $ | $ | $ |
| **2020** | | | | | |
| Cash and cash equivalents | 1% | 45,086,829 | 0 | 45,086,829 | 0 |
| Financial assets at amortised cost - term deposits | 0.87% | 16,000,000 | 16,000,000 | 0 | 0 |
| **2019** | | | | | |
| Cash and cash equivalents | 1% | 50,512,621 | 0 | 50,512,621 | 0 |
| Financial assets at amortised cost - term deposits | 2.41% | 0 | 0 | 0 | 0 |

**Sensitivity**
Profit or loss is sensitive to higher/lower interest income from cash and cash equivalents as a result of changes in interest rates.

| | 2020 Actual | 2019 Actual |
|---|---|---|
| | $ | $ |
| Impact of a 1% movement in interest rates on profit and loss and equity* | 450,868 | 505,126 |

*Holding all other variables constant

**35 Financial Risk Management (continued)**

**Borrowings**

Borrowings are subject to interest rate risk - the risk that movements in interest rates could adversely affect funding costs. The Town manages this risk by borrowing long term and fixing the interest rate to the situation considered the most advantageous at the time of negotiation. The Town does not consider there to be any interest rate risk in relation to borrowings. Details of interest rates applicable to each borrowing may be found at Note 17.

**Credit Risk**

**Receivables**

Town's major receivables comprise rates and annual charges and user charges and fees. The major risk associated with these receivables is credit risk - the risk that the debts may not be repaid. This risk is managed by monitoring outstanding debt and employing debt recovery policies. Credit risk on rates and annual charges is minimised by the ability to recover these debts as a secured charge over the land - that is, the land can be sold to recover the debt. Whilst the Town was historically able to charge interest on overdue rates at a higher than market rates, which further encourage payment, the effect of COVID-19 needs to be considered. Financial assistance provided to rate payers is expected to adversely affect the Town's cash flow.

The level of outstanding receivables is reported monthly and monitored for acceptable collection performance. The Town applies the AASB 9 simplified approach to measuring expected credit losses using a lifetime expected loss allowance for all trade receivables. To measure the expected credit losses, rates receivable are separated from other trade receivables due to the difference in payment terms and security for rates receivable.

The expected loss on receivables are based on the payment profiles over a period of 36 months before 1 July 2019 or 1 July 2020. The loss allowance as at 30 June 2020 for rates receivable was determined taking into account the waiver of penalty interest due to the impact of COVID-19. The Town waived interest on outstanding rates from 1 April 2020.

The loss allowance at 30 June 2020 and 30 June 2019 was determined as follows for trade receivables.

| Expected Credit Loss 2020 | Current | 30 - 60 days | 60-90 days | 90+ days | Total |
|---|---|---|---|---|---|
| Expected Credit Loss | 2.19% | 3.36% | 5.06% | 43.86% | |
| Gross Carrying Amount | 78,713 | 3,828 | 33,288 | 974,310 | 1,090,140 |
| Loss Allowance | 1,724 | 129 | 1,684 | 427,332 | 430,869 |
| Bad debt written off | | | | | (35,888) |
| Loss Allowance | | | | | **394,981** |

| Expected Credit Loss 2019 | Current | 30 - 60 days | 60-90 days | 90+ days | Total |
|---|---|---|---|---|---|
| Expected Credit Loss | 2% | 2% | 3% | 39% | |
| Gross Carrying Amount | 1,310,653 | 20,588 | 14,533 | 812,640 | 2,158,414 |
| Loss Allowance | 28,768 | 486 | 444 | 315,866 | **345,563** |

**35 Financial Risk Management (continued)**

### Liquidity Risk

**Payables and Borrowings**

Payables and borrowings are both subject to liquidity risk - that is, the risk that insufficient funds may be on hand to meet payment obligations as and when they fall due. This risk is managed by monitoring cash flow requirements and liquidity levels and maintaining an adequate cash buffer.

The contractual undiscounted cash flows of Payables and Borrowings are set out in the Liquidity Sensitivity Table as shown below. Balances due within 12 months equal their carrying balances, as the impact of discounting is not significant.

| | Due Within 1 Year | Due Between 1 and 5 Years | Due After 5 Years | Total Contractual Cash Flows | Total Carrying Values |
|---|---|---|---|---|---|
| | $ | $ | $ | $ | $ |
| **2020** | | | | | |
| Payables | 5,446,139 | 0 | 0 | **5,446,139** | 5,446,139 |
| Borrowings | 3,454,595 | 11,947,852 | 5,609,365 | **21,011,812** | 19,935,420 |
| Contract liabilities | 376,463 | 0 | 0 | **376,463** | 376,463 |
| Lease liabilities | 82,144 | 102,680 | 0 | **184,824** | 157,901 |
| | **9,359,341** | **12,050,532** | **5,609,365** | **27,019,238** | **25,915,924** |
| **2019** | | | | | |
| Payables | 5,720,305 | 0 | 0 | **5,720,305** | 5,720,305 |
| Contract liabilities | 4,145,290 | 0 | 0 | **4,145,210** | 4,145,290 |
| Borrowings | 1,854,184 | 2,049,984 | 424,624 | **4,328,792** | 3,852,718 |
| | **11,719,779** | **2,049,984** | **424,624** | **14,194,307** | **13,718,313** |

## 36 Related Party Transactions

### Key Management Personnel (KMP) Compensation Disclosure

| | 2020 | 2019 * |
|---|---|---|
| | $ | $ |
| The total of remuneration of KMP of the Town during the year are as follows: | | |
| Short-term employee benefits | 900,430 | 797,316 |
| Post-employment benefits | 103,030 | 111,246 |
| Other long-term benefits | 47,612 | 54,243 |
| Termination benefits | 0 | 133,054 |
| | **1,051,072** | **1,095,859** |

* Restated for consistent comparison with the identification of Key Management Personnel in the financial year 2020.

**Short-term employee benefits**
These amounts include all salary, paid leave, fringe benefits and cash bonuses awarded to KMP except for details in respect to fees and benefits paid to elected members which may be found at Note 32.

**Post-employment benefits**
These amounts are the current-year's estimated cost of providing for the Town's superannuation contributions made during the year.

**Other long-term benefits**
These amounts represent long service benefits accrued during the year.

**Termination benefits**
These amounts represent termination benefits paid to KMP (Note: may or may not be applicable in any given year).

### Related Parties

The Town's main related parties are as follows:

**Key management personnel**
Any person(s) having authority and responsibility for planning, directing and controlling the activities of the entity, directly or indirectly, including any elected member, are considered key management personnel.

**Entities subject to significant influence by the Town**
An entity that has the power to participate in the financial and operating policy decisions of an entity, but does not have control over those policies, is an entity which holds significant influence. Significant influence may be gained by share ownership, statute or agreement.

**Other Related Parties**
The associate person of KMP was engaged by the Town under normal procurement terms and conditions

**Investments accounted for under the equity method**
The Town has a one-twelfth interest in Tamala Park and Mindarie Regional Council. The interest in these entities is accounted for in these financial statements using the equity method of accounting. For details of interests held in these entities, refer to Note 23.

**36 Related Party Transactions (continued)**

**Transactions with related parties**

Transactions between related parties are on normal commercial terms and conditions no more favourable than those available to other parties unless otherwise stated.

The following transactions occurred with related parties

| | 2020 | 2019 |
|---|---|---|
| | $ | $ |
| Sale of goods and services | 4,001 | 0 |
| Purchase of goods and services | 0 | 735 |
| Sponsorships | 74,751 | 0 |
| | | |
| **Investments** | | |
| Distributions received from investments | 250,000 | 333,333 |
| | | |
| **Amounts outstanding from related parties:** | | |
| Trade and other receivables | 732 | 1,230 |

## 37 Trust Funds

### Trust Funds

As at balance date the Town held no funds which are required to be held in trust

## 38 Correction of Errors

### Correction of Error

No correction of errors for the Town as at balance date.

## 39 Initial Application of Australian Accounting Standards

During the current year, the Town adopted all of the new and revised Australian Accounting Standards and Interpretations which became mandatory and which were applicable to its operations.

### (a) AASB 1058: income for Not-For-Profit Entities

The Town adopted AASB 1058 Income for Not-for-Profit Entities (issued December 2016) on 1 July 2019 which will result in changes in accounting policies. In accordance with the transition provisions AASB 1058, the Town adopted the new rules retrospectively with the cumulative effect of initially applying AASB 1058 recognised at 1 July 2019. Comparative information for prior reporting periods was not restated in accordance with AASB 1058 transition requirements.

In applying AASB 1058 retrospectively with the cumulative effect of initially applying the Standard on 1 July 2019 changes occurred to the following financial statement line items by application of AASB 1058 as compared to AASB 118: Revenue and AASB 1004:
Contributions before the change:

| Trade and other payables | Note | AASB 1004 carrying amount 30 June 2019 | Re-classification | AASB 1058 carrying amount 01 July 2019 |
|---|---|---|---|---|
| | | $ | $ | $ |
| Rates paid in advance | 28 | 0 | (372,964) | (372,964) |
| Adjustment to retained surplus from adoption of AASB 1058 | 14 | 0 | (372,964) | (372,964) |

Prepaid rates are, until the taxable event for the rates has occurred, refundable at the request of the ratepayer. Therefore the rates received in advance gave rise to a financial liability that is within the scope of AASB 9. On 1 July 2019 the prepaid rates were recognised as a financial asset and a related amount recognised as a financial liability and no income recognised by the Town. When the taxable event occurred, the financial liability was extinguished and the Town recognised income for the prepaid rates that have not been refunded.

Assets that were acquired for consideration, that were significantly less than fair value principally to enable the Town to further its objectives, may have been measured on initial recognition under other Australian Accounting Standards at a cost that was significantly less than fair value. Such assets are not required to be remeasured at fair value.

Town utilises volunteers within the Library service area. These services have not been recognised as it would not have been purchased if not provided voluntarily and the fair value of the services can't be reliably estimated.

There were no other material adjustments arising from the transition to AASB 15 Revenue from Contracts with Customers or AASB 1058 Income for Not-for-Profit Entities.

**39 Initial Application of Australian Accounting Standards (continued)**

The table below provides details of the amount by which each financial statement line item is affected in the current reporting period by the application of this Standard as compared to AASB 118 and 1004 and related Interpretations that were in effect before the change.

| | Note | 2020 As reported Under AASB 15 & AASB 1058 | Adjustment due to application of AASB 15 & AASB 1058 | 2020 Compared to AASB 118 & AASB 1004 |
|---|---|---|---|---|
| | | $ | $ | $ |
| **Statement of Comprehensive Income** | | | | |
| **Revenue** | | | | |
| Rates | 26(a) | 46,943,703 | 37,293 | 46,980,996 |
| Net result | | (4,225,643) | 37,293 | (4,188,350) |
| **Statement of Financial Position** | | | | |
| Contract assets | | 0 | 0 | 0 |
| Trade and other payables | 15 | 5,446,139 | (37,293) | 5,408,846 |
| Contract liabilities | 4 | 410,257 | 410,257 | 0 |
| Net Assets | | 5,856,396 | 372,964 | 5,408,846 |
| **Statement of Changes in Equity** | | | | |
| Net result | | (4,225,643) | 37,293 | (4,188,350) |
| Retained surplus | | 94,616,166 | 37,293 | 94,578,873 |

Refer to Note 2(a) for new revenue recognition accounting policies as a result of the application of AASB 15 and AASB 1058.

**(b) AASB 16: Leases**

The Town adopted AASB 16 retrospectively from 1 July 2019 which resulted in changes in accounting policies. In accordance with the transition provisions of AASB 16, the Town has applied this Standard to its leases retrospectively, with the cumulative effect of initially applying AASB16 recognised on 1 July 2019. In applying AASB 16, under the specific transition provisions chosen, the Town will not restate comparatives for prior reporting periods.

On adoption of AASB 16, the Town recognised a right of use asset in relation to leases which had previously been classified as an 'operating lease' applying AASB 117 (excluding short term and low value leases).

These lease liabilities were measured at the present value of the remaining lease payments, discounted using the lessee's incremental borrowing rate on 1 July 2019

The Town applied the relevant Western Australian Treasury Corporation (WATC) incremental borrowing rate to the lease liabilities on 1 July 2019.

The Town is not required to make any adjustments on transition for leases for which the underlying asset is of low value.

| | Note | 2020 |
|---|---|---|
| | | $ |
| Operating lease commitments at 30 June 2019 applying AASB 117 | | 246,432 |
| Discount applied using incremental borrowing rate | | (45,917) |
| Lease liability recognised as 1 July 2019 discounted using the Town's incremental borrowing rate of 1.16% | 12 | 200,514 |
| | | |
| Lease liability - current | | 42,613 |
| Lease liability - non-current | | 157,901 |
| Right of use asset recognised at 1 July 2019 | | 200,514 |

On adoption of AASB 16, the Town recognised a right-of-use asset in relation to leases which had previously been classified as an 'operating lease' applying AASB 117. This right-of-use asset is deemed to be equal to the lease liability adjusted by the amount of any prepaid or accrued lease payments.

Property Plant and Equipment and lease liabilities increased by $200,514 on 1 July 2019 resulting in no impact on retained surplus.

The Local Government (Financial Management) Regulations 1996 have been amended to specify that vested land is a right-of-use asset to be measured at cost. All right-of-use assets (other than vested improvements) under zero cost concessionary leases are measured at zero cost (i.e. not included in the statement of financial position) rather than at fair value.

In applying AASB 16 for the first time, the Town will use the following practical expedient permitted by the standard.

- The exclusion of initial direct costs from The measurement of The right of use asset at The date of initial application.

**39 Initial Application of Australian Accounting Standards (continued)**

The Local Government (Financial Management) Regulations 1996 have been amended to specify that vested land is a right-of-use asset to be measured at cost. All right-of-use assets (other than vested improvements) under zero cost concessionary leases are measured at zero cost (i.e. not included in the statement of financial position) rather than at fair value

In applying AASB 16 for the first time, the Town will use the following practical expedient permitted by the standard.
-The exclusion of initial direct costs from the measurement of the right-of-use asset at the date of initial application.

**(c) Impact of New Accounting Standards on Retained Surplus**

| | Notes | $ |
|---|---|---|
| Retained surplus - 30 June 2019 | | 112,384,879 |
| Adjustment to retained surplus from adoption of AASB 15 | 39(a) | 0 |
| Adjustment to retained surplus from adoption of AASB 1058 | 39(b) | (372,964) |
| Adjustment to retained surplus from adoption of AASB 16 | 39(c) | 0 |
| Retained surplus - 1 July 2019 | | 112,011,915 |

## 40 Changes in Accounting Policies

### (a) Change in Accounting Policies Due to Regulation Changes

Effective 6 November 2020, *Local Government (Financial Management) Regulation 16* was deleted and *Local Government (Financial Management) Regulation 17A* was amended with retrospective application. The changes were effective for financial years ending on or after 30 June 2020 so are required to be applied retrospectively with cumulative effect applied initially on 1 July 2019.

In accordance with the above changes, the Town was not required to derecognise the values attributable to certain crown land assets as the Town had no crown land assets recorded as at 1 July 2019.

Following changes to Local Government (Financial Management) Regulation 17A , plant and equipment type assets (being plant and equipment and furniture and fittings) are to be measured under the cost model, rather than at fair value. This change is effective from 1 July 2019 and represents a change in accounting policy. Revaluations carried out previously were not reversed as it was deemed fair value approximates cost at the date of the change.

The change to *Local Government (Financial Management) Regulations 17A* did not give rise to any other changes in accounting for the Town.

## 41 Other Significant Accounting Policies

a) Goods and services tax (GST)

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO).

Receivables and payables are stated inclusive of GST receivable or payable. The net amount of GST recoverable from, or payable to, the ATO is included with receivables or payables in the statement of financial position.

Cash flows are presented on a gross basis. The GST components of cash flows arising from investing or financing activities which are recoverable from, or payable to, the ATO are presented as operating cash flows.

b) Current and non-current classification

The asset or liability is classified as current if it is expected to be settled within the next 12 months, being the Town's operational cycle. In the case of liabilities where the Town does not have the unconditional right to defer settlement beyond 12 months, such as vested long service leave, the liability is classified as current even if not expected to be settled within the next 12 months. Inventories held for trading are classified as current or non-current based on the Town's intentions to release for sale.

c) Rounding off figures
All figures shown in this annual financial report, other than a rate in the dollar, are rounded to the nearest dollar. Amounts are presented in Australian Dollars.

d) Comparative figures

Where required, comparative figures have been adjusted to conform with changes in presentation for the current financial year.
When the Town applies an accounting policy retrospectively, makes a retrospective restatement or reclassifies items in its financial statements that has a material effect on the statement of financial position, an additional (third) statement of financial position as at the beginning of the preceding
period in addition to the minimum comparative financial statements is presented.

e) Budget comparative figures

Unless otherwise stated, the budget comparative figures shown in this annual financial report relate to the original budget estimate for the relevant item of disclosure.

f) Superannuation

The Town contributes to a number of Superannuation Funds on behalf of employees. All funds to which the Town contributes are defined contribution plans.

g) Fair value of assets and liabilities

Fair value is the price that the Town would receive to sell the asset or would have to pay to transfer a liability, in an orderly (i.e. unforced) transaction between independent, knowledgeable and willing market participants at the measurement date.

As fair value is a market-based measure, the closest equivalent observable market pricing information is used to determine fair value. Adjustments to market values may be made having regard to the characteristics of the specific asset or liability. The fair values of assets that are not traded in an active market are determined using one or more valuation techniques. These valuation techniques maximise, to the extent possible, the use of observable market data.

To the extent possible, market information is extracted from either the principal market for the asset or liability (i.e. the market with the greatest volume and level of activity for the asset or liability) or, in the absence of such a market, the most advantageous market available to the entity at the end of the reporting period (i.e. the market that maximises the receipts from the sale of the asset after taking into account transaction costs and transport costs).

For non-financial assets, the fair value measurement also takes into account a market participant's ability to use the asset in its highest and best use or to sell it to another market participant that would use the asset in its highest and best use.

**41 Other Significant Accounting Policies (continued)**

h) Fair value hierarchy

AASB 13 requires the disclosure of fair value information by level of the fair value hierarchy, which categorises fair value measurement into one of three possible levels based on the lowest level that an input that is significant to the measurement can be categorised into as follows:

Level 1
Measurements based on quoted prices (unadjusted) in active markets for identical assets or liabilities that the entity can access at the measurement date.

Level 2
Measurements based on inputs other than quoted prices included in Level 1 that are observable for the asset or liability, either directly or indirectly.

Level 3
Measurements based on unobservable inputs for the asset or liability.

The fair values of assets and liabilities that are not traded in an active market are determined using one or more valuation techniques. These valuation techniques maximise, to the extent possible, the use of observable market data. If all significant inputs required to measure fair value are observable, the asset or liability is included in Level 2. If one or more significant inputs are not based on observable market data, the asset or liability is included in Level 3.

Valuation techniques

The Town selects a valuation technique that is appropriate in the circumstances and for which sufficient data is available to measure fair value. The availability of sufficient and relevant data primarily depends on the specific characteristics of the asset or liability being measured. The valuation techniques selected by the Town are consistent with one or more of the following valuation approaches:

Market approach
Valuation techniques that use prices and other relevant information generated by market transactions for identical or similar assets or liabilities.

Income approach
Valuation techniques that convert estimated future cash flows or income and expenses into a single discounted present value.

Cost approach
Valuation techniques that reflect the current replacement cost of the service capacity of an asset .

Each valuation technique requires inputs that reflect the assumptions that buyers and sellers would use when pricing the asset or liability, including assumptions about risks. When selecting a valuation technique, the Town gives priority to those techniques that maximise the use of observable inputs and minimise the use of unobservable inputs. Inputs that are developed using market data (such as publicly available information on actual transactions) and reflect the assumptions that buyers and sellers would generally use when pricing the asset or liability are considered observable, whereas inputs for which market data is not available and therefore are developed using the best information available about such assumptions are considered unobservable.

i) Impairment of assets
In accordance with Australian Accounting Standards the Town's cash generating non-specialised assets, other than inventories, are assessed at each reporting date to determine whether there is any indication they may be impaired.

Where such an indication exists, an impairment test is carried out on the asset by comparing the recoverable amount of the asset, being the higher of the asset's fair value less costs to sell and value in use, to the asset's carrying amount.

Any excess of the asset's carrying amount over its recoverable amount is recognised immediately in profit or loss, unless the asset is carried at a revalued amount in accordance with another Standard (e.g. AASB 116) whereby any impairment loss of a revalued asset is treated as a revaluation decrease in accordance with that other Standard.

For non-cash generating specialised assets that are measured under the revaluation model ,such as roads, drains, public buildings and the like, no annual assessment of impairment is required. Rather AASB 116.31 applies and revaluations need only be made with sufficient regularity to ensure the carrying value does not differ materially from that which would be determined using fair value at the ends of the reporting period.

Notes to, and forming part of, the Financial Report
For the year ended 30 June 2020

## 42 Activities / Programs

Town operations as disclosed in these financial statements encompass the following service orientated activities / programs.

| Program name and Objective | Activities |
|---|---|
| **Governance**<br>To provide a decision making process for the efficient allocation of scarce resources. | Includes the activities of members of Councils and the administrative support available to the Council for the provision of governance of the district. Other costs relates to the task of assisting elected members and ratepayers on matters which do not concern specific local government services. |
| **General Purpose Funding**<br>To collect revenue to finance Council activities. | Includes the activities of collection rates including differential rates and interim rates, interest and fees on instalment arrangements and interest on arrears. Amounts receivable from the Western Australian Local Government Grants Commission for untied grants such as the Financial Assistance Grants. Interest revenue received on municipal and reserve investments is allocated to this program. |
| **Law, Order and Public Safety**<br>To provide services to ensure a safer community. | Provision of community safety through Ranger services and equitable Parking management services including registering and impounding of cats and dogs. Revenue allocated to this program includes cat and dog registrations, infringements, fees and charges and prosecutions. |
| **Health**<br>To provide an operational framework for good community health. | Administration, inspection and operation of programs concerned with the general health of the community through the Environmental Health area. Revenues and expenses relating to regulation and monitoring of food premises including food sample analysis and noise complaints. |
| **Education and Welfare**<br>To assist in meeting the education needs of the community. | Administration, support and operation of services for children, youth, seniors and persons with a disability. Provision of Community Development programs such as community grant |
| **Community Amenities**<br>To provide services required by the community. | Administration and operation of the refuse collection and disposal services. Provision of programs for the management and protection of the environment including the Grow it local program. The administration of strategic town planning schemes, planning applications and associated land issues. |
| **Recreation and Culture**<br>To establish and manage facilities for the well-being of the community. | Administration and operation of the community halls, recreation centres (Aqualife and Leisurelife), parks, sporting facilities and Libraries. Provision of heritage and community programs and events such as Anzac Day Citizenship ceremonies, Remembrance day and Summer street party. |
| **Transport**<br>To provide effective infrastructure to the community in the most efficient way. | Administration, maintenance and construction of roads, drainage, footpaths, including road verges, streetscapes, crossovers, road signs, street trees, street signage and street lighting. |

**42 Activities / Programs (continued)**

| | |
|---|---|
| **Economic Services**<br>To promote the Town and improve its economic base. | The development, promotion, support and research of economic development issues with the community and progression of urban development projects. Provision of building control and swimming pool inspection services. Revenue allocated to this program includes building application, permit / inspection fees and prosecution collections. |
| **Other Property and Services**<br>To provide services required by the community | Provision of Administrative, leadership, project management and Plant operation services. |

Auditor General

**INDEPENDENT AUDITOR'S REPORT**

**To the Councillors of the Town of Victoria Park**

**Report on the Audit of the Financial Report**

***Opinion***
I have audited the annual financial report of the Town of Victoria Park (the Town) which comprises the Statement of Financial Position as at 30 June 2020, and the Statement of Comprehensive Income by Nature or Type, Statement of Comprehensive Income by Program, Statement of Changes in Equity, Statement of Cash Flows and Rate Setting Statement for the year then ended, as well as notes comprising a summary of significant accounting policies and other explanatory information, and the Statement by the Chief Executive Officer.

In my opinion the annual financial report of the Town of Victoria Park:
(i) is based on proper accounts and records; and
(ii) fairly represents, in all material respects, the results of the operations of the Town for the year ended 30 June 2020 and its financial position at the end of that period in accordance with the *Local Government Act 1995* (the Act) and, to the extent that they are not inconsistent with the Act, Australian Accounting Standards.

***Basis for Opinion***
I conducted my audit in accordance with Australian Auditing Standards. My responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Report* section of my report. I am independent of the Town in accordance with the *Auditor General Act 2006* and the relevant ethical requirements of the Accounting Professional and Ethical Standards Board's APES 110 *Code of Ethics for Professional Accountants* (the Code) that are relevant to my audit of the annual financial report. I have also fulfilled my other ethical responsibilities in accordance with the Code. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

***Emphasis of Matter – Basis of Accounting***
I draw attention to Notes 1 and 9 to the annual financial report, which describe the basis of accounting. The annual financial report has been prepared for the purpose of fulfilling the Town's financial reporting responsibilities under the Act, including the Local Government (Financial Management) Regulations 1996 (Regulations). My opinion is not modified in respect of these matters:
(i) Regulation 17A requires a local government to measure vested improvements at fair value and the associated vested land at zero cost. This is a departure from AASB 16 Leases which would have required the entity to measure the vested improvements also at zero cost.
(ii) In respect of the comparatives for the previous year ended 30 June 2019, Regulation 16 did not allow a local government to recognise some categories of land, including land under roads, as assets in the annual financial report.

***Emphasis of Matter – Land Assets Revaluation***
I draw attention to Note 7 of the financial report which explains the basis for the significant land revaluation decrement in the year ended 30 June 2020. My opinion is not modified in respect of this matter.

***Responsibilities of the Chief Executive Officer and Council for the Financial Report***
The Chief Executive Officer (CEO) of the Town is responsible for the preparation and fair presentation of the annual financial report in accordance with the requirements of the Act, the Regulations and, to the extent that they are not inconsistent with the Act, Australian Accounting Standards. The CEO is also responsible for such internal control as the CEO determines is necessary to enable the preparation of the annual financial report that is free from material misstatement, whether due to fraud or error.



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In preparing the annual financial report, the CEO is responsible for assessing the Town's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the State Government has made decisions affecting the continued existence of the Town.

The Council is responsible for overseeing the Town's financial reporting process.

***Auditor's Responsibility for the Audit of the Financial Report***
The objectives of my audit are to obtain reasonable assurance about whether the annual financial report as a whole is free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes my opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Australian Auditing Standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of the annual financial report.

A further description of my responsibilities for the audit of the annual financial report is located on the Auditing and Assurance Standards Board website at https://www.auasb.gov.au/auditors_responsibilities/ar4.pdf. This description forms part of my auditor's report.

**Report on Other Legal and Regulatory Requirements**
In accordance with the Local Government (Audit) Regulations 1996 I report that:

(i) All required information and explanations were obtained by me.
(ii) All audit procedures were satisfactorily completed.
(iii) In my opinion, the Asset Consumption Ratio and the Asset Renewal Funding Ratio included in the annual financial report were supported by verifiable information and reasonable assumptions.

**Other Matter**
The annual financial report of the Town for the year ended 30 June 2019 was audited by another auditor who expressed an unmodified opinion on that annual financial report. The financial ratios for 2018 and 2019 in Note 25 of the audited annual financial report were included in the supplementary information and/or audited annual financial report for those years.

**Matters Relating to the Electronic Publication of the Audited Financial Report**
This auditor's report relates to the annual financial report of the Town for the year ended 30 June 2020 included on the Town's website. The Town's management is responsible for the integrity of the Town's website. This audit does not provide assurance on the integrity of the Town's website. The auditor's report refers only to the annual financial report described above. It does not provide an opinion on any other information which may have been hyperlinked to/from this annual financial report. If users of the annual financial report are concerned with the inherent risks arising from publication on a website, they are advised to refer to the hard copy of the audited annual financial report to confirm the information contained in this website version of the annual financial report.



CAROLINE SPENCER
AUDITOR GENERAL
FOR WESTERN AUSTRALIA
Perth, Western Australia
20 May 2021