

# Local Planning Strategy

**PART ONE – STRATEGY**  
**(DRAFT)** NOVEMBER 2021



TOWN OF  
VICTORIA PARK



We acknowledge the Whadjuk Noongars from the Noongar nation, traditional custodians of the land where the Town of Victoria Park is today and pay our respects to past, present and emerging leaders, their cultural heritage, beliefs and continuous relationship with this land.

The Town of Victoria Park Local Planning Strategy is prepared in accordance with Part 3 of the Planning and Development (Local Planning Scheme) Regulations 2015.

VERSION		DATE
1	Draft endorsed by Council for public advertising following WA Planning Commission Certification	21 April 2020
2	Draft supported by WA Planning Commission subject to modifications	15 September 2020
3	Amended draft for WAPC Certification	September 2020
4	Amended draft for WAPC Certification	December 2020
5	Final draft for public advertising	March 2021
6	Final draft for Council support	March 2022

# Mayor's Foreword



It is the responsibility of every local government to shape and guide the land-use planning needs and priorities of its local community into the future. This Local Planning Strategy is a comprehensive blueprint for the future growth and development of the Town of Victoria Park – both how the Town will grow, and the quality and character of our places.

Planning for places that have quality, character and longevity is complex and challenging, but filled with exciting opportunities. The strategy links together the challenges and the opportunities to form a sustainable foundation for the Town's planning framework. Significantly, it will underpin the development of a new local Town Planning Scheme.

The Town is expecting to welcome an additional 18,000 new residents over the next 16 years, growing from 36,500 residents to 54,500 residents by 2036, who will live in 27,500 dwellings (an additional 10,500 dwellings). The strategy locates growth in the community's preferred locations for density as outlined in the Town's Strategic Community Plan. These are Burswood Peninsula, along parts of the Albany Highway activity centre, around railway stations and at Curtin University and Technology Park.

The strategy provides for strategic planning projects over the next five years. It addresses opportunities for future business development and employment growth. Key themes include critical elements of a sustainable community, such as investigating affordable housing, environmentally sustainable design of buildings, updates to the stormwater plan, and development of innovative infrastructure funding strategies.

Importantly, this strategy aligns with the aspirations in our Strategic Community Plan to promote sustainable, connected, safe and diverse places for everyone, and delivers on our vision to be a dynamic place for everyone.

**KAREN VERNON**  
MAYOR

# About this project

The Local Planning Strategy (the 'Planning Strategy') sets the strategic direction for urban planning and development for the next 10 to 15 years. The Planning Strategy will shape how the Town grows to accommodate more people and visitors and the quality and character of neighbourhoods and commercial areas. The Planning Strategy will provide the basis for a new Local Planning Scheme No.2 and the delivery of strategic planning projects over the next 5 years.





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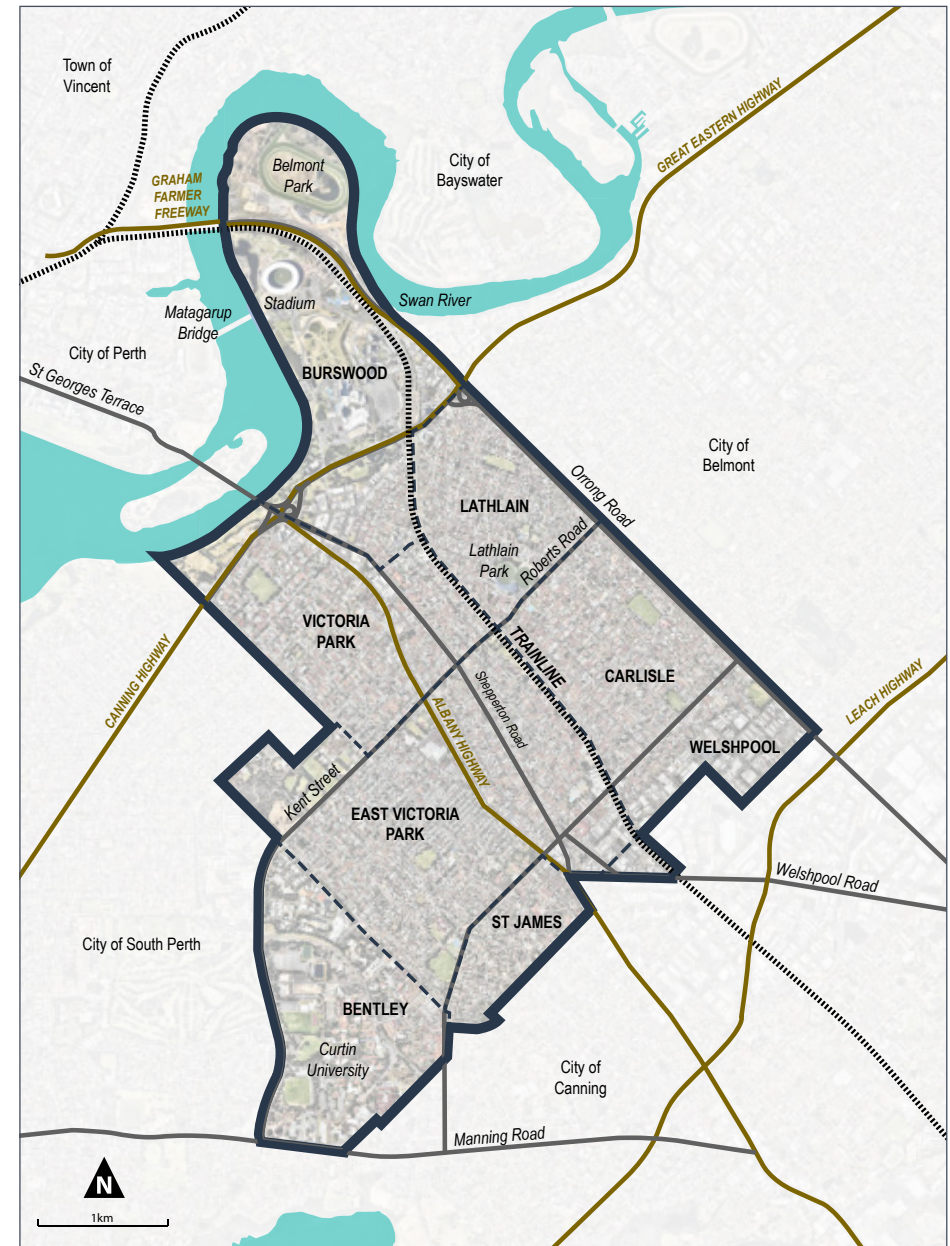
#### Part One – Strategy outlines:

- the purpose of the Local Planning Strategy;
- the relationship to the State Planning Framework and the Town's Informing Strategies;
- recommendations for updating the local planning framework, primarily through the preparation of a new Local Planning Scheme No.2 (ie. zones, densities, development controls, structure plans and policies); and
- policy elements or local areas that require further investigation over the next 5 years.

**Chapters 1 to 7 make recommendations relating to town-wide planning elements. Chapter 8 makes recommendations relating to neighbourhood areas. Recommendations are written as Actions to be carried out following adoption of the final Strategy with the following timeframes:**

- Short Term – Years 1 to 2
- Medium Term – Years 3 to 4; and
- Long Term – Year 5 or beyond.

# Location



# Executive Summary

**The Local Planning Strategy has been prepared according to the *Planning and Development (Local Planning Schemes) Regulations 2015*. The Strategy is arranged in two parts. Part One – Strategy sets out Objectives and Actions by town-wide planning themes and for neighbourhood areas. The Objectives set the strategic direction for the next 10–15 years and the Actions comprise recommendations for updates to the local planning framework (ie. zones, densities, development controls etc through the preparation of a new Local Planning Scheme No.2) and strategic planning projects to be carried out over the five-years following adoption of a final Strategy. Part Two - Background Information and Analysis provides background information and analysis supporting the recommendations in Part One. Several appendices provide supporting information.**

The Local Planning Strategy sets the strategic direction for managing the growth and development of the Town for the next 10 to 15 years. It informs the preparation of a new Local Planning Scheme No.2 and sets out the Town's strategic planning priorities over the next 5 years. It provides a mechanism for implementation of the Town's other Informing Strategies through the local planning framework.

The Local Planning Strategy demonstrates how the Town accommodates an additional 18,000 dwellings to meet the State government's infill dwelling target of 35,000 dwellings by 2050. The Strategy confirms the majority of dwelling growth be directed to the community's preferred areas for density that were identified during the 2016 strategic community plan mapping workshop.

Around 15,000 additional dwellings will be located in areas already subject to approved plans on the Burswood Peninsula, Burswood South (ex Causeway Precinct) and in the Bentley-Curtin Specialised Activity Centre (Curtin University and Technology Park). The remainder of the Town's infill dwelling target will be directed to Precinct Planning Areas which include Albany Highway, Carlisle Town Centre and Station and Oats Street Station neighbourhood areas. Precinct structure plans will be prepared to facilitate higher density and/or mixed-use development in these areas and to ensure dwelling growth contributes to the diversity of housing within the Town and to guide upgrades to the public realm and infrastructure.

The Strategy also identifies several Future Investigation Areas which have the potential for additional dwelling growth and change, but which require further engagement with landowners and the community to gauge support for growth through higher residential densities.

The Strategy does not recommend any changes to the local planning framework for the remainder of the Town. This ensures the continuing protection of the Town's Residential Character Area and that some other neighbourhoods are retained for larger lots to accommodate larger households and contribution to housing diversity.

More complex strategy elements including affordable housing, green buildings and infrastructure, stormwater management and infrastructure planning, will be progressively investigated and planned for over the five years following adoption of the final Strategy.

# Local Planning Strategy

## **PART ONE – STRATEGY**

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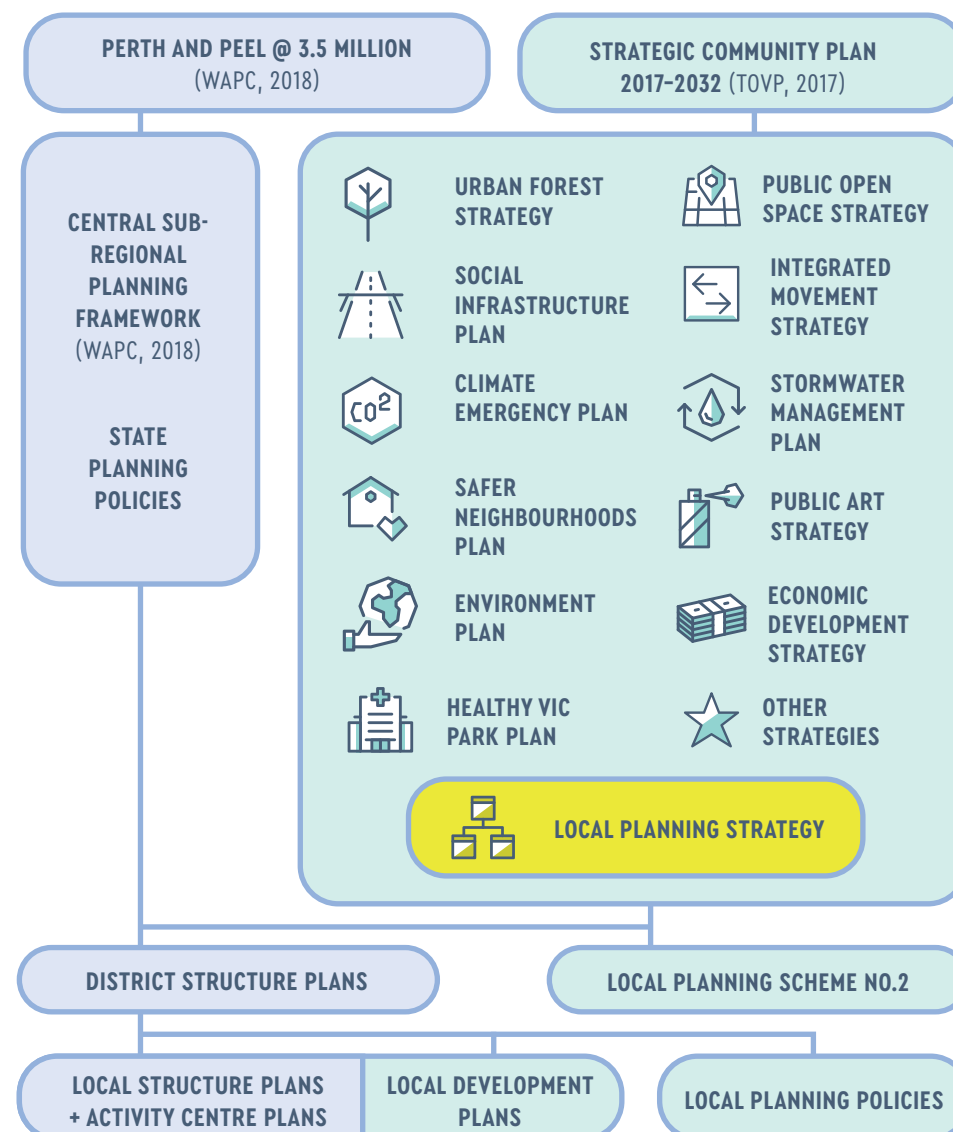
# 1. Strategic Planning Framework

In September 2017, the Town of Victoria Park Council resolved to prepare a new Local Planning Scheme No.2 to replace the Town's current Town Planning Scheme No. 1 which came into effect in 1998.<sup>1</sup> A review of Scheme No.1 concluded a new Scheme was required to reflect contemporary strategic and legislative planning requirements. This includes the community's vision for the future as outlined in the Town's Strategic Community Plan and planning for the Town's infill dwelling target of an additional 18,000 dwellings (from 2020) to reach 35,000 dwellings by 2050 as required by the Western Australian Planning Commission's Central Sub-Regional Planning Framework (WAPC, 2018):

The Planning and Development (Local Planning Schemes) Regulations 2015 require the preparation of a Local Planning Strategy to inform the development of a new Local Planning Scheme No.2, and the Local Planning Strategy must:

- (a) set out the long-term planning directions for the local government; and
- (b) apply any State or regional planning policy that is relevant to the strategy; and
- (c) provide the rationale for any zoning or classification of land under the local planning scheme.

As such, the Local Planning Strategy forms the Town primary strategy guiding growth and development. It provides the strategic foundation of the 'local planning framework' (Figure 1) including a new Local Planning Scheme No.2, future scheme amendments, local planning policies, precinct structure plans and various other planning instruments, as well as providing the mechanism for implementing the Town's other Informing Strategies through the planning framework.



**Figure 1 – State and Local Government integrated planning frameworks**

## Opportunities And Challenges

### THE OPPORTUNITIES AND CHALLENGES FOR THE STRATEGIC PLANNING FRAMEWORK ARE:

- The Strategic Community Plan<sup>3</sup> describes the community's long-term vision for the Town of Victoria Park. All Informing Strategies adopted under the Town's Integrated Planning Framework must help realise this vision and contribute to achieving the Plan's strategic objectives and outcomes. As such, the Strategic Community Plan vision and Liveability Principles form a key foundation of the Local Planning Strategy and should guide all planning decisions.
- The Local Planning Strategy identifies several planning issues and neighbourhoods which, due to their complexity, will require further investigation over the next four to five years, to inform future updates to the local planning framework. This further work should not hold up the preparation of a new Local Planning Scheme No.2 given many areas within the Town will not require major changes from the current local planning framework. As such, the Local Planning Strategy proposes the new Local Planning Scheme No.2 be developed in two stages:
  - Stage One – following final approval of the Local Planning Strategy by the Council, prepare a new Local Planning Scheme No.2 based on the 'model scheme text format' (Schedule 1 of the Planning and Development (Local Planning Schemes) Regulations 2015) and the short-term actions of this Strategy.
  - Stage Two – progressively investigate and resolve the medium and long-term actions over the next five years, and implement the recommendations from these projects, through a series of 'strategic' amendments to Local Planning Scheme No 2.
- From a spatial perspective, those areas requiring further planning have been defined as:
  - Precinct Planning Areas – areas requiring detailed planning to inform updates to the local planning framework (zones, land uses, densities and development requirements etc) to facilitate growth of additional dwellings to meet the Town's infill dwelling target to 2050. Precinct Planning Areas reflect those areas identified by the community for future density and growth during the 2016 Strategic Community Planning workshops.
  - Future Investigation Areas – areas that have potential for additional dwelling growth but require further engagement with landowners and the community to gauge support for future changes to the local planning framework.

These areas are discussed further in Chapter 8 Neighbourhoods.

- Proposed amendments to the Planning and Development (Local Planning Schemes) Regulations 2015 (Schedule 2 Deemed provisions for local planning schemes) allow for precinct structure plans to be prepared by landowners (or their agents). This approach is supported by the Town and will require early discussions between the proponents and the Town to define guiding terms of reference (scope of work, plan boundaries, level of community engagement etc), especially for areas with multiple landownership. The Town will prepare a policy to outline parameters relating to landowner-led precinct structure planning.
- The Town's current Town Planning Scheme No.1 has been written in a 'precinct format' where each precinct plan contains a Statements of Intent (ie. desired character of an area) and a self-contained set of land use and development requirements. However, the new Local Planning Scheme No.2 must be written in the 'model scheme format' which doesn't support a precinct plan approach per se. As such, the preparation of Scheme No.2 will involve a review of existing provisions to identify if they warrant transition to the new Scheme and the most suitable location for them. It is essential the new Scheme comply with the format prescribed by the Planning and Development (Local Planning Schemes) Regulations 2015.
- The expired Town Planning Scheme No. 3 – Carlisle Minor Town Planning Scheme (1969) requires formal repeal as the objectives of the Scheme have been achieved (construction of roads, a parking reserve and paths). The Council resolved to repeal this Scheme in July 2017.

## THE OBJECTIVES FOR THE STRATEGIC PLANNING FRAMEWORK ARE:

- 1.1 To contribute to the achievement of the Vision and Strategic Outcomes outlined in the Strategic Community Plan.
- 1.2 To ensure planning processes, instruments and decisions are guided by the Liveability Principles.



### DENSITY

Different densities in specific areas, well-designed medium density and lower density allowing for backyards and granny flats.



### ARCHITECTURAL DESIGN

Value innovative, good and sustainable design.



### HERITAGE

Maintain historical housing, retain heritage and character, and maintain streetscapes.



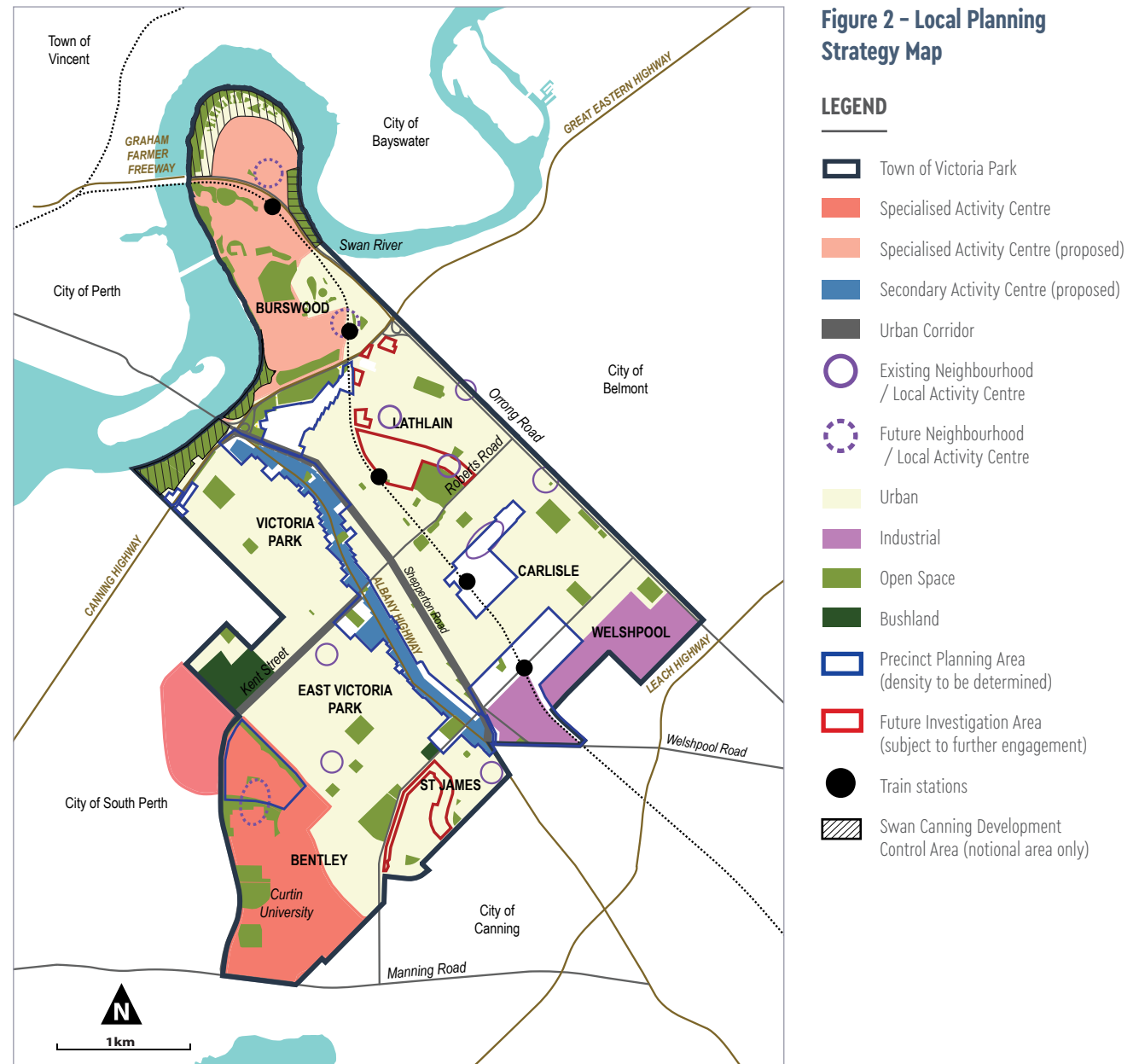
### CIVIC INFRASTRUCTURE

Appropriate multi-use community spaces for people to enjoy.



### TOWN CHARACTER

Increase tree canopy and maintain vibrant centres.





ACTION	TIMEFRAME
<b>1.1</b> Update the Local Planning Strategy, as required, in response to changes to the State Planning Framework, strategic directions of the Strategic Community Plan and other Informing Strategies adopted by the Council, and strategic directions and recommendations emerging from the Town's strategic partnerships.	ONGOING
<b>1.2</b> Prepare a new Local Planning Scheme No.2 in accordance with the Planning and Development (Local Planning Scheme) Regulations 2015 and guided by this Local Planning Strategy and other Informing Strategies adopted by the Council. In preparing a new Scheme, systematically review the provisions of Town Planning Scheme No. 1 Precinct Plans and identify those provisions that warrant transition to the new Scheme.	SHORT TERM (1–2 years)
<b>1.3</b> Continue the current program of updating the Town's Local Planning Policies to ensure consistency with the State Planning Framework, particularly State Planning Policy 7.3 Residential Design Codes Volume 2 (Apartments), and guided by this Local Planning Strategy and other Informing Strategies adopted by the Council.	ONGOING
<b>1.4</b> Prepare a Local Planning Policy that sets the parameters relating to landowner-led precinct structure planning.	SHORT TERM (1–2 years)
<b>1.5</b> Work with the Department for Planning, Lands and Heritage to repeal the Carlisle Minor Town Planning Scheme No.3 (1969).	SHORT TERM (1–2 years)
<b>1.6</b> Evaluate implementation of the Local Planning Strategy as follows: <ul style="list-style-type: none"> <li>• Yearly progress of the Local Planning Strategy Actions through the Town's Annual Business Planning, with commentary on any other relevant planning issues, opportunities and trends that arise.</li> <li>• Two yearly progress towards the Local Planning Strategy Objectives.</li> </ul>	ONGOING

1. Report to the Town of Victoria Park Future Planning Committee 16 August 2017.
2. Part 3, regulation 11 of the Planning and Development (Local Planning Schemes) Regulation 2015.
3. A Strategic Community Plan is a requirement of the Local Government (Administration) Regulations 1996 that describes the community's vision for the future and strategies/objectives to deliver.



## 2. Housing and Neighbourhoods

At the 2016 Census, the Town had 16,946 dwellings and 36,647 residents. Dwelling types in the Town reflect a typical inner-city range of low-density single houses (52%), medium density villas and two storey apartments (33%) and higher density apartments (14.5%).

The State government's Central Sub-Regional Planning Framework (WAPC, 2018) requires each local government to meet an infill dwelling target of additional dwelling growth to 2050. The Town must accommodate an additional 18,144 dwellings to reach a total of 35,090 dwellings by 2050. Where possible, these dwellings should be concentrated within and around activity centres, train stations and urban corridors (high frequency public transit routes) in a 'connected city' growth pattern in accordance with the Central Sub-Regional Planning Framework. During the 2016 Strategic Community Plan engagement program (Evolve), the community mapped their preferred locations for areas of higher density and the infill dwelling growth. These locations, and the connected city growth pattern from the Central Sub-Regional Planning Framework, form the basis of areas identified for future dwelling growth and further planning investigation in the Local Planning Strategy.

Figure 3 Additional Dwelling Capacity Estimate @ 2020 shows there is potential for an additional 18,700 dwellings to 2050. These dwelling figures are derived from existing approved structure plans and estimates of theoretical dwelling capacity for other areas. These figures will be refined over the next five years as the Town progresses precinct structure planning for Precinct Planning Areas and carries out further community engagement relating to Future Investigation Areas.

**Figure 3 – Additional Dwelling Capacity Estimate @ 2020**

	<b>LOWER SCENARIO</b> - Additional Dwellings to 2050	<b>HIGHER SCENARIO</b> - Additional Dwellings to 2050
<b>PLANNED AREAS</b> (ie. areas subject to approved structure plans or policies guiding dwelling yields) - remaining Structure Plan dwelling yields to 2050 @2020		
Burswood Peninsula Neighbourhood	-	7,761
Burswood South Neighbourhood (1)	-	887
Bentley-Curtin Neighbourhood (2)	-	6,337
		<b>14,975 additional dwellings</b>
<b>PRECINCT PLANNING AREAS</b> (ie. areas subject to preparation of future Precinct Structure Plans) - potential dwelling yields derived from Analysis of Housing Consumption and Opportunities (.id, 2016) (refer to Appendix 5)		
Albany Highway Neighbourhood (refer to LPS Map Figure 2)	2,493	<b>A higher scenario may be possible through Precinct Structure Planning</b>
Canning-Berwick Neighbourhood (refer to LPS Map Figure 2)	54	
Carlisle Town Centre Neighbourhood (refer to LPS Map Figure 2)	134	
Oats Street Station Neighbourhood (refer to LPS Map Figure 2)	276	
	<b>2,957 additional dwellings</b>	
<b>FUTURE INVESTIGATION AREAS</b> (ie. areas subject to further engagement with community regarding support for higher densities) - potential dwelling yields calculated by Town of Victoria Park		
Lathlain – Burswood Station catchment (refer to LPS Map Figure 2) (3)	178	<b>Dwellings yield scenarios and densities subject to further community engagement as per LPS recommendations – refer to Chapter 8 Neighbourhoods</b>
Lathlain – Victoria Park Station catchment (refer to LPS Map Figure 2) (4)	191	
Victoria Park – Vic Park Station catchment (refer to LPS Map Figure 2) (5)	145	
St James (refer to LPS Map Figure 2) (6)	265	
	<b>779 additional dwellings</b>	
<b>ESTIMATED TOTAL ADDITIONAL DWELLING CAPACITY FROM 2020 TO 2050</b>	<b>18,711 additional dwellings</b>	

**NOTES – referenced in table:**

- (1) Remaining capacity as per current Local Planning Policy 22 Causeway Precinct. However, note that LPS Action BS.1 recommends a review of the planning framework for Burswood South which may result in revised dwelling yields.
- (2) Includes increased dwelling yields recently approved under revised Masterplans for aged care facilities.
- (3) Lower scenario calculated assuming mix of site area 220 sqm metres per dwelling (ie. R40 grouped dwellings) and 80 sqm metres per dwelling (ie. R60-R80 multiple dwellings) on lots with potential capacity for infill re-development.
- (4) Lower scenario calculated assuming site area of 220 sqm metres per dwelling (ie. R40 grouped dwellings) on lots with potential capacity remaining for infill re-development.
- (5) Lower scenario calculated assuming multiple dwellings at 80 sqm
- (6) Lower scenario calculated assuming site area 220 sqm metres per dwelling (ie. R40 grouped dwellings) on lots with potential capacity for infill re-development.

**NOTES – Other:**

- The figures represent Net Additional Dwellings ie. they do not include existing dwellings on lots.
- The figures do not include infill development that will continue under existing densities in other areas (ie. 'suburban infill').
- The figures assume 100% realisation of infill development on each lot which is an extremely unlikely scenario ie. rates of development over time will be less and fluctuate according to housing market demand and supply.

## THE HOUSING AND NEIGHBOURHOOD DEVELOPMENT OPPORTUNITIES AND CHALLENGES FOR THE TOWN ARE:

- 'Suburban' (ie. non-activity centre areas) zoned residential have contributed to the bulk of infill development over the last few decades and are nearing full build out. Most the Town's future growth will occur on the Burswood Peninsula and to some extent at Curtin Bentley, both of which have approved plans for growth but which require more detailed planning to guide subdivision and development. There is however, an opportunity to also direct growth to key activity centres including Albany Highway and the station precincts at Carlisle Station and Oats Street, as these locations provide the greatest capacity to accommodate the Town's infill dwelling target to 2050, support the viability of activity centres, and comply with State government's urban consolidation principles. The Local Planning Strategy identifies these as Precinct Planning Areas. Several other areas provide opportunity for infill development but were not identified as preferred locations for density during the 2016 Strategic Community Plan mapping workshop. The Local Planning Strategy identifies these as Future Investigation Areas and any potential change to the local planning framework will be subject to further engagement with landowners and the community. These locations are shown in Figure 4 and further detail is contained in Chapter 8 Neighbourhoods and Part Two – Background Analysis.
- Precinct structure plans will be prepared to guide updates to the local planning framework (zones, densities, land uses and development requirements etc) in Precinct Planning Areas. The preparation of these plans provides an opportunity to also plan for development and upgrades to the public realm and local infrastructure (eg. footpaths, carparks, landscaping, drainage), to ensure liveable and functional places are planned and delivered.
- The development of more medium and higher density housing will generally contribute to an increased diversity of housing to cater for the diverse needs of current and future populations, including the forecast growth in smaller households (single person and two person households will comprise 64% of all households at 2036<sup>5</sup>). However, the ability of the planning system to meet the demand for more acute or niche housing needs, such as homeless and emergency accommodation and affordable housing, is limited<sup>6</sup>. These particular housing needs are usually addressed through the development of strategies that often involve multiple stakeholder responsibilities and non-planning solutions.
- The doubling in the number of dwellings over the next 30 years, and the need to prepare major precinct structure plans to accommodate growth (Albany Highway, Carlisle Town Centre and Station, Oats Street Station and Tech Park West), provides a significant opportunity to encourage higher standards of environmental design and performance of buildings and neighbourhoods and contribute to the achievement of the Town's environmental and climate emergency goals.
- The Town adopted an updated Local Heritage Survey in 2021. The Survey will inform the development of a Local Heritage List to be adopted under the Local Planning Scheme.
- The current planning framework for the Residential Character Area has successfully balanced the protection of culturally significant streetscapes and houses and significant infill development. Recent engagement with the community has confirmed the desire for continued protection of significant streetscapes while accommodating contemporary housing needs.

### THE OBJECTIVES FOR HOUSING AND NEIGHBOURHOODS ARE:

- 2.1 To direct additional dwelling growth to Precinct Planning Areas and align planning for dwelling growth with public realm and infrastructure planning and delivery.
- 2.2 To ensure development protects and enhances the desired character and amenity of neighbourhoods and streets, including the recognised significance of streetscapes in the Residential Character Area.
- 2.3 To encourage a diversity of housing across the Town to cater for diverse and changing housing needs.

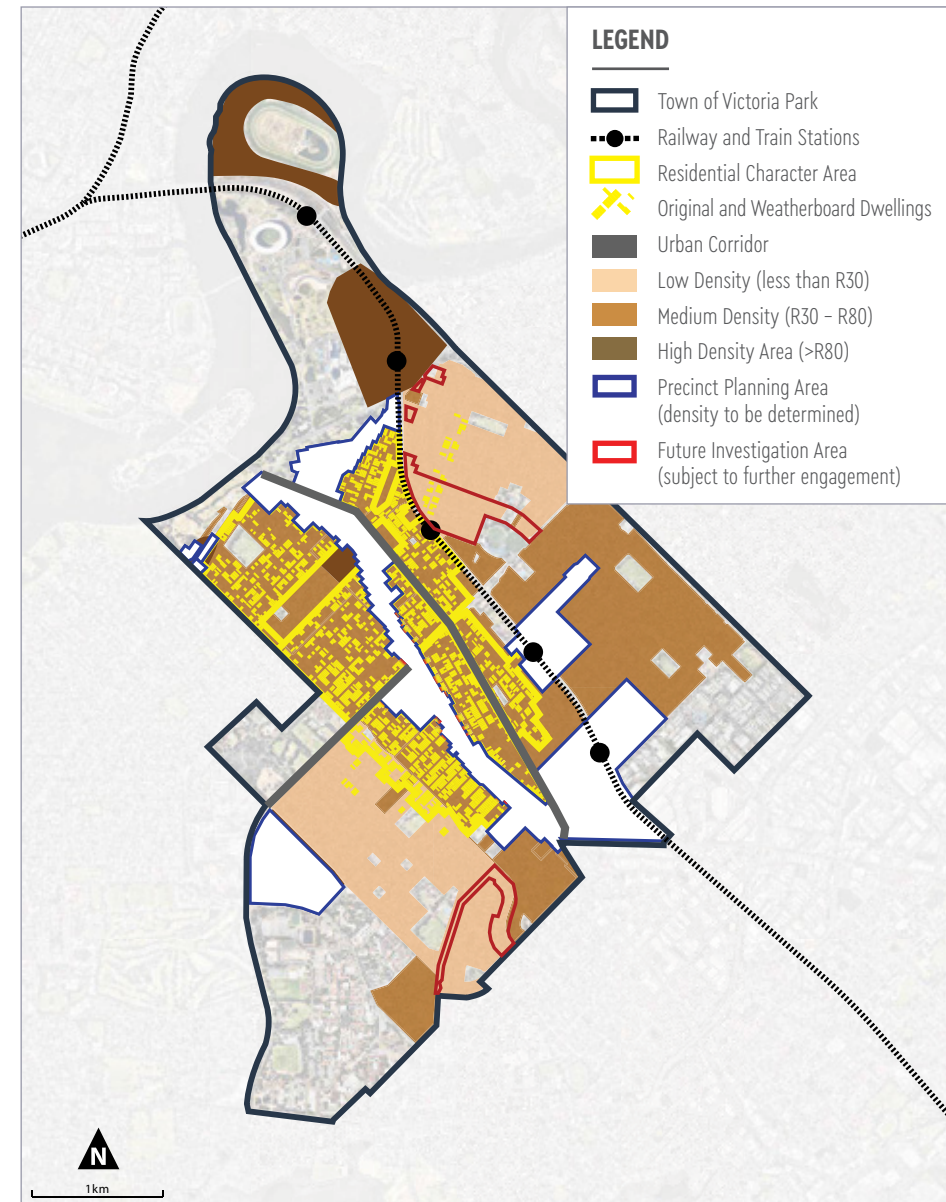


Figure 4 – Neighbourhoods and Housing

ACTION	TIMEFRAME
<b>2.1</b> In accordance with the priorities outlined in Chapter 8 Neighbourhoods, prepare precinct structure plans (or other suitable planning instruments) for Precinct Planning Areas to guide future updates to the local planning framework and upgrades to the public realm and infrastructure, where required.	SHORT – LONG TERM (1 – 5 years)
<b>2.2</b> Investigate opportunities for additional dwelling growth in Future Investigation Areas and Urban Corridors in consultation with landowners and the community.	SHORT – LONG TERM (1 – 5 years)
<b>2.3</b> Investigate local demand for affordable housing, gaps in supply, and potential planning and non-planning strategies to address. Seek further advice from Council regarding the Town's role in addressing affordable housing.	MEDIUM – LONG TERM (3–5 years)
<b>2.4</b> Investigate opportunities to facilitate more aged and dependent persons dwellings and universally designed and adaptable dwellings through the local planning framework.	SHORT TERM (1–2 years)
<b>2.5</b> Prepare a Local Heritage List for adoption in the local planning framework.	SHORT TERM (1–2 years)
<b>2.6</b> Carry out further research of supplementary places identified in the Town's Local Heritage Survey (2021) and conduct a review of the Local Heritage Survey to align with the future review of the Local Planning Strategy.	SHORT – LONG TERM (1 – 5 years)
<b>2.7</b> Continue updating Local Planning Policies for consistency with State Planning Policies (for example SPP 7.0 Design of the Built Environment, 7.3 Residential Design Codes Volume 1 and Volume 2 Apartments and State Planning Policy 7.2 Precinct Design).	ONGOING

4. Central Sub-Regional Planning Framework (WA Planning Commission, 2018)

5. Refer to <https://www.victoriapark.wa.gov.au/About-Council/Who-are-we/Demographics-and-statistics>

6. Affordable housing is a specific category of housing usually subject to entry criteria and managed by a community housing provider where housing costs (rent or mortgage) are not more than 30%-40% of household income for low and moderate income households.

### 3. Activity Centres and Employment Areas

The Town's activity centres and employment areas form the basis of the Town's local economy. They play an important role in meeting our social and economic needs by providing access to essential goods and services, local employment, opportunities for business development, as well as formal and informal opportunities for leisure and community participation. Their history, character and human-scale main street format, makes a significant contribution to the Town's sense of identity and an authentic point of difference from surrounding major centres.

The Town has several types of activity centres and employment areas. The Town's retail-based activity centres (such as Albany Highway and Archer Street) service local and sub-regional needs through a mix of retail, commercial, service, hospitality and community uses. Other commercial areas support businesses with a wider sub-regional catchment (such as the Shepperton Road car yards and the Burswood Road office area). The Curtin-Bentley Neighbourhood and the Burswood Peninsula support specialised economic activity, servicing the whole metropolitan area and attracting international visitation. Welshpool's location near the Perth airport and regional road network makes it an attractive location for storage and distribution activities, with some light and service industrial activity.

#### SEVERAL INFORMING STRATEGIES PROVIDE STRATEGIC DIRECTION FOR ACTIVITY CENTRES AND EMPLOYMENT AREAS INCLUDING:

- Draft Activity Centre Strategy (Planwest 2017) – this strategy reviewed the capacity and sustainability of local activity centres (existing and planned centres) to service future population growth and assessed potential impacts on centre viability from demographic and lifestyle trends as well as the recent expansion of retail floor space in nearby sub-regional centres (refer to Appendix 4 for a full copy).
- Economic Development Strategy: Pathways to Growth 2018 to 2023 (Town of Victoria Park 2019) – this strategy provides a framework for economic development and growth. The Strategy recommends the

Town's regulatory frameworks, including the Planning Scheme, promote a place-based approach and encourage investment.

- Integrated Movement Network Strategy (2013) and the Parking Management Plan (2012) – these strategies provide the basis for facilitating and improving access to and within activity centres across all transport modes, to deliver an efficient, safe, well-connected and sustainable transport system.

#### THE ACTIVITY CENTRE AND EMPLOYMENT AREA OPPORTUNITIES AND CHALLENGES FOR THE TOWN ARE:

- The Activity Centre Strategy did not envisage any major expansion of retail floor space in existing activity centres. However, there are substantial opportunities for development of mixed commercial/residential use along Albany Highway, the northern end of Shepperton Road and Burswood Road, and to some extent key local centres at Archer Street / Carlisle Station and potentially Oats Street (subject to further investigation and progress of METRONET's level crossing removal project). In addition, future activity centres are planned at Belmont Park, Burswood Station and Curtin-Bentley to provide for a mix of retail and commercial activity, as well as local employment opportunities.
- The Activity Centre Strategy noted some pressures facing the Town's activity centres, particularly the retail environment of Albany Highway, from the shift to on-line shopping and competition from an expanded Cannington regional centre as well as future planned retail floor space at Curtin-Bentley and Belmont Park. However, there are a range of opportunities to grow and strengthen the Town's activity centres including:
  - Focussing residential growth to centres to increase local trade and add to centre vitality.
  - Taking advantage of the diversity of experiences, attractions and business development opportunities offered by a diverse range of existing and planned activity centres including hospitality and tourism, community activity, education and technology and research.
  - Upgrading the public realm and streetscapes to enhance the distinctive character and human-scale amenity offered by the main street environment as a point of difference to surrounding centres.



- Encouraging high quality, contemporary design within new developments that addresses frontage activation and fine-grained built form.
- Providing sufficient flexibility within the local planning framework to encourage a wider diversity of commercial activity and adaptable spaces.
- Given the significant opportunities for redevelopment and renewal of key activity centres and diverse patterns of land ownership, it will be essential to prepare precinct structure plans to guide future updates to the local planning framework (zones, residential densities, development requirements etc) and also plan and coordinate upgrades to the public realm and other infrastructure.
- Smaller neighbourhood and local centres will gradually increase in prosperity and popularity with increasing population growth. The planning framework should be reviewed to maximise development in these places where consistent with local character and a program of renewal and upgrade of the public realm will be guided by the Town's Place Plans.
- A review of activity centre classifications according to the hierarchy of centres set out in State Planning Policy 4.2 Activity Centres for Perth and Peel is warranted to ensure classifications reflect the function and status of each centre to guide the desired level of planning and infrastructure investment.
- The Welshpool Industrial area is an important employment and business area that will continue to service local and wider regional needs. The portion of industrial land within the Oats Street Station Neighbourhood may transition to future commercial and/or residential uses subject to an investigation of demand for industrial land and progress on the METRONET level crossing removal project (refer to Chapter 8 Neighbourhood).

### THE OBJECTIVES FOR ACTIVITY CENTRES AND EMPLOYMENT AREAS ARE:

- 3.1 To maintain and enhance a sustainable and viable hierarchy of activity centres and employment areas.
- 3.2 To provide a sufficiently flexible local planning framework to facilitate business diversity and growth and community activity within centres.
- 3.3 To ensure development protects and enhances the desired character of centres and contributes to high quality public realm, appropriate infrastructure, good accessibility and more sustainable transport outcomes.

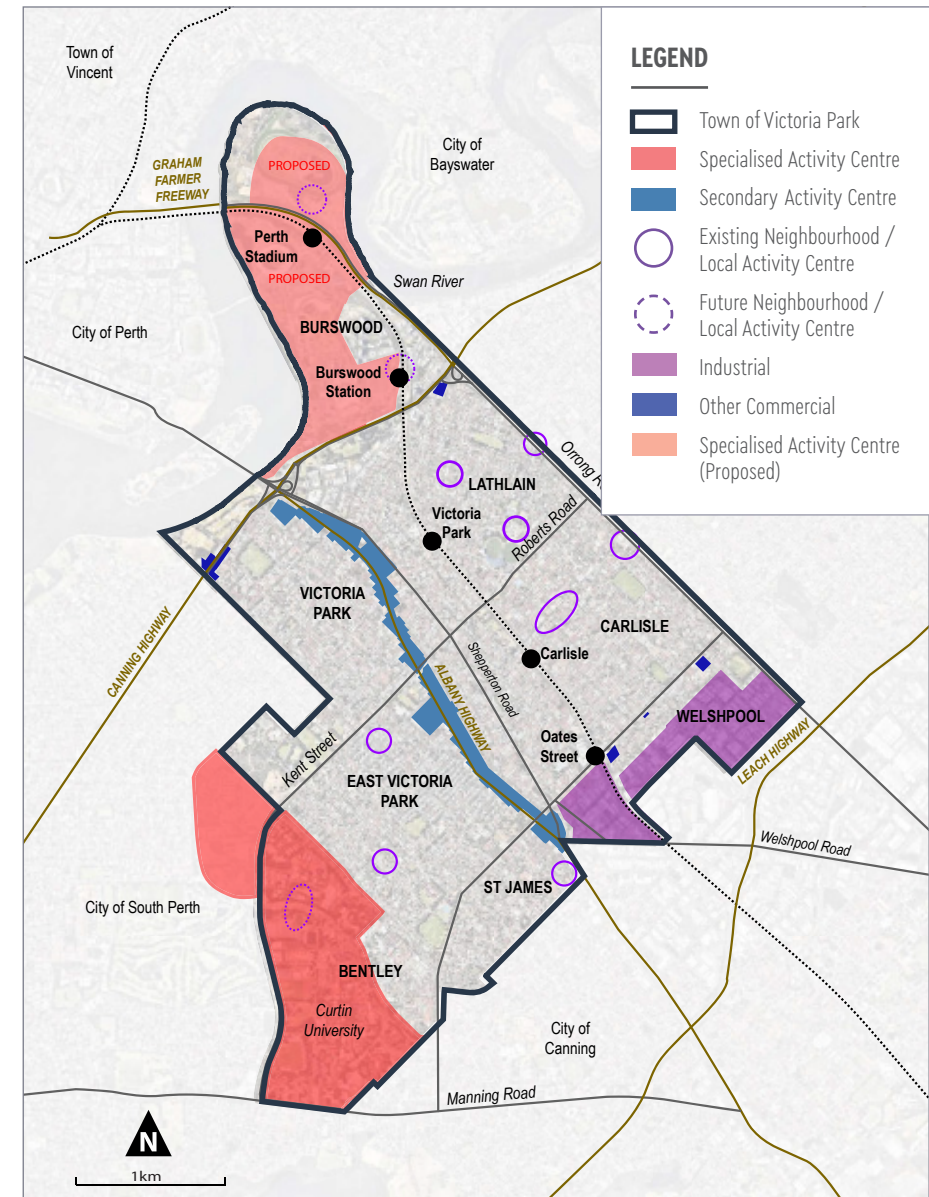


Figure 5 – Activity Centre and Employment Areas

ACTION	TIMEFRAME
<p><b>3.1</b> Engage with the Department for Planning, Lands and Heritage regarding suitable classification or re-classification of activity centres under State Planning Policy 4.2 Activity Centres for Perth and Peel:</p> <ul style="list-style-type: none"> <li>Albany Highway – a Secondary Centre for the entire length of the activity centre.</li> <li>Burswood Peninsula – a Specialised Activity Centre across the entire Peninsula.</li> <li>Burswood South – District Centre or other as determined via precinct structure planning.</li> <li>Oats Street – as determined via precinct structure planning.</li> </ul>	<p>SHORT – LONG TERM (1–5 years)</p>
<p><b>3.2</b> In accordance with the timeframes outlined in Chapter 8 Neighbourhoods, prepare precinct structure plans (or other suitable planning instruments) to guide future updates to the local planning framework (zones, densities, land uses, development requirements etc.) and identify public realm, access and infrastructure upgrades for the following activity centres and employment areas:</p> <ul style="list-style-type: none"> <li>SHORT-TERM (1–2 years) <ul style="list-style-type: none"> <li>» Albany Highway Neighbourhood</li> <li>» Oats Street Station Neighbourhood</li> <li>» Carlisle Town Centre and Station Neighbourhood</li> </ul> </li> <li>MEDIUM TERM (3–4 years): <ul style="list-style-type: none"> <li>» Burswood South Neighbourhood</li> <li>» Technology Park West (sub-precinct of Bentley-Curtin Specialised Activity Centre Plan)</li> </ul> </li> <li>LONG TERM (5 years+): <ul style="list-style-type: none"> <li>» McCallum-Canning Neighbourhood (Commercial zone only)</li> </ul> </li> </ul> <p>The Town will also work with relevant stakeholders in Burswood Station West (a sub-precinct of the Burswood Peninsula District Structure Plan) in the Short-Term (1–2 years) to better understand land development opportunities/constraints and stakeholder aspirations.</p> <p>Ensure precinct structure plans and future updates to the local planning framework address (but not limited to):</p> <ul style="list-style-type: none"> <li>A point of difference that reflects the unique character of each centres.</li> <li>Encouraging the retention and re-use of character and heritage buildings.</li> <li>Quality design for both residential and commercial developments, including shopfront design and tenancy widths.</li> <li>Reduction of minimum parking standards for non-residential land uses.</li> <li>Encouraging a range of economic 'rents' to attract a diversity of businesses.</li> <li>Flexibility in land use permissibility.</li> </ul>	<p>SHORT – LONG-TERM (1–5 years)</p>
<p><b>3.3</b> Prepare a generic Local Planning Policy and/or Local Development Plans to guide the planning and design of built form, public realm and accessibility in Local Centres and other smaller commercial areas including Lathlain Place, Sussex Street, Etwell Street, Orrong Road/Archer Street, Oats Street/Harris Street.</p>	<p>SHORT TERM (1–2 years)</p>
<p><b>3.4</b> Review the Town's draft Activity Centre Strategy prior to the next review of the Local Planning Strategy.</p>	<p>LONG-TERM (5 years)</p>
<p><b>3.5</b> Investigate economic and land use trends and needs for the Welshpool Industrial Area to inform future updates to the local planning framework.</p>	<p>MEDIUM TERM (3–4 years)</p>
<p><b>3.6</b> Undertake a yearly analyse of commercial and industrial development approvals and trends to monitor requirements of the local planning framework.</p>	<p>ONGOING</p>



## 4. Public Open Space and Community Facilities

Public open spaces and community facilities contribute to community health and wellbeing through recreation and community participation, and achieve environmental outcomes such as conservation of bushland or protection of the River foreshore.

### SEVERAL INFORMING STRATEGIES PROVIDE STRATEGIC DIRECTION FOR OPEN SPACE AND COMMUNITY INFRASTRUCTURE INCLUDING:

- Public Open Space Strategy (2019) – identified gaps in open space and the need to upgrade existing open space to cater for increased population growth, as well as improving access to open space areas.
- Environment Plan 2013–2018 (currently being reviewed) – includes strategies for protection and enhancement of biodiversity and water management.
- Foreshore Access and Management Plan (2015) – provides the basis for managing the environmental, social and landscape values of the Swan River foreshore and land use and development proposals in the foreshore.
- Draft Social Infrastructure Plan (being prepared in 2020–21) – this plan will provide the strategic framework for new and upgraded community facilities and infrastructure.

Other key open space and recreational area masterplans (Higgins Park, Lathlain Oval, McCallum Park-Taylor Reserve) also guide the development of open space and community facilities. Opportunities for smaller, informal open spaces may be identified through precinct structure planning and larger private developments (publically-accessible private open space).

### THE PUBLIC OPEN SPACE AND COMMUNITY INFRASTRUCTURE OPPORTUNITIES AND CHALLENGES FOR THE TOWN ARE:

- Providing a diversity of open space areas and community facilities to cater for a diversity of current and future community needs.
- Retrofitting new open space areas and community facilities into existing locations, such as activity centres, with limited available public land.
- Identifying opportunities for open space areas and community facilities through precinct structure planning and major development proposals, where appropriate.
- Collecting cash-in-lieu contributions for new or upgraded open space through the local planning framework.

### THE OBJECTIVES FOR PUBLIC OPEN SPACES AND COMMUNITY FACILITIES ARE:

- 4.1 To secure new open space areas, to upgrade existing open spaces and improve access to open space areas, to meet the needs of current and future populations.
- 4.2 To provide a network of community facilities that is co-located with other activity generators and/or contributes to the desired activation of a place.
- 4.3 To employ a variety of statutory and non-statutory funding mechanisms to deliver open space and community infrastructure in an effective and equitable manner.

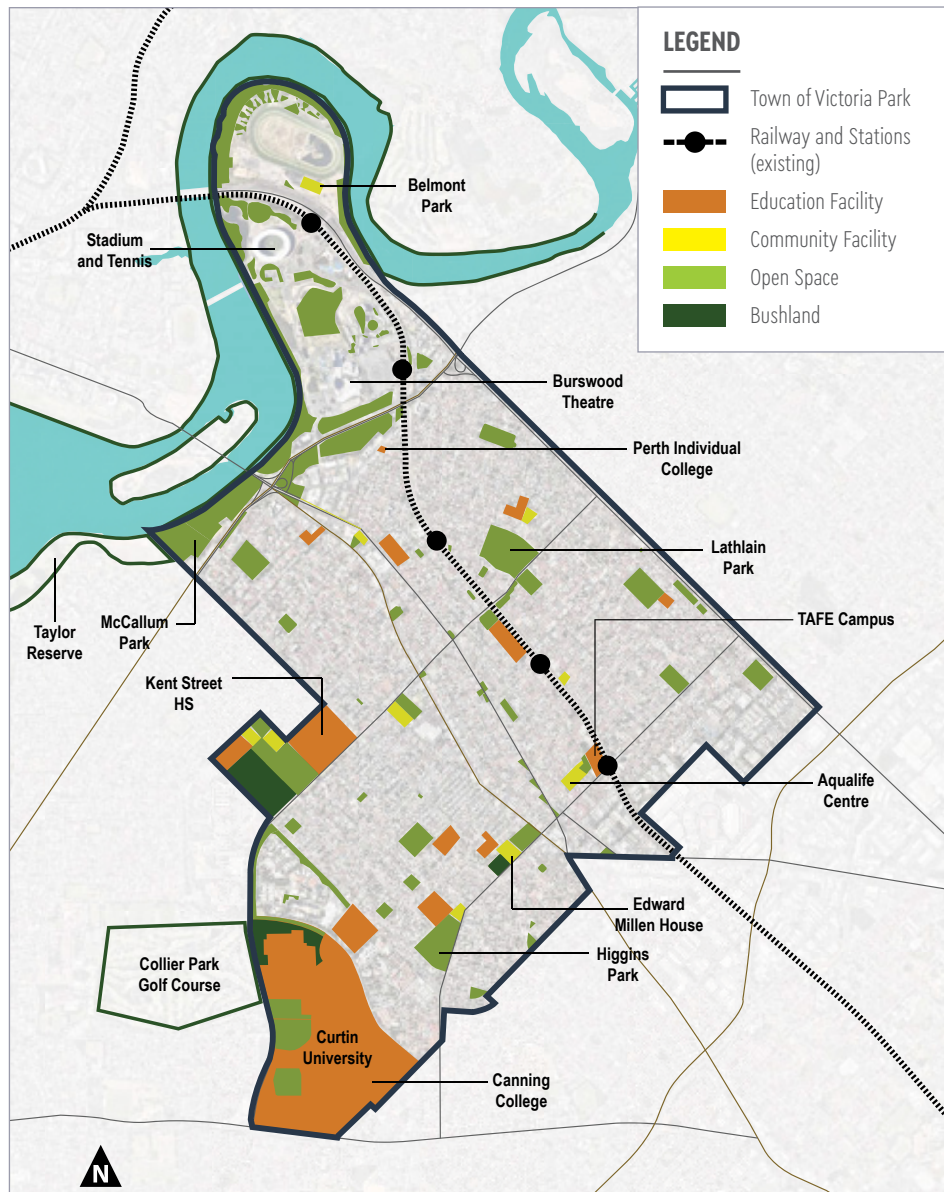


Figure 6 – Public Open Space and Community Facilities

ACTION	TIMEFRAME
4.1 Prepare a Public Open Space Strategy implementation plan and local planning policy to guide the collection and expenditure of cash-in-lieu funds for new and upgraded open space.	IN PROGRESS
4.2 Secure new public open space or publically-accessible private open space through precinct structure planning and major developments, where appropriate, to address the needs identified in the Public Open Space Strategy.	ONGOING
4.3 Prepare a Social Infrastructure Plan and adopt as the strategic basis for delivering and funding community infrastructure, including through the local planning framework, where appropriate.	SHORT-TERM (1–2 years)
4.4 Transition existing Town Planning Scheme No.1 public open space and public purpose reserves to the new Local Planning Scheme No.2. Review the zoning, reservation, land use permissibility and development requirements associated with social infrastructure to facilitate the flexible delivery and location of infrastructure as recommended by the Town's Social Infrastructure Strategy.	SHORT-TERM (1–2 years)
4.5 Investigate opportunities to incentivise and streamline approvals for Alfresclets (as described in the Town's Parklets Guidelines) located in road reserves, through the local planning framework.	SHORT TERM (1–2 years)
4.6 Investigate opportunities to address design excellence at the interface of buildings and open space to maximise community safety and use of open space areas.	SHORT TERM (1–2 years)
4.7 Support the Department of Education to identify opportunities to accommodate additional demand for student places in government schools, including the redevelopment of existing sites and new sites as appropriate.	ONGOING

## 5. Natural Environment

The Town contains notable environmental assets including the Swan River waters and foreshore area and bushland reserves which require protection while promoting sustainable access and use. In addition, the planning and design of the built environment can play a key role in responding to environmental challenges such as climate change and sustainable use of resources. Protecting and enhancing the natural environment and minimising the impacts of urban development on the environment, makes a significant contribution to the liveability and productivity of the Town and the wider metropolitan region, now and into the future.

### SEVERAL INFORMING STRATEGIES PROVIDE STRATEGIC DIRECTION FOR THE NATURAL ENVIRONMENT INCLUDING:

- Environment Plan 2013–2018 (currently being reviewed) – includes strategies for protection and enhancement of biodiversity and water management.
- Climate Emergency Plan (currently being prepared) – the Town of Victoria Park declared a 'Climate Emergency' in 2018, recognising the rapid changes to global climate and the need for local governments to act. The Climate Emergency Plan will introduce a carbon reduction strategy to achieve a net zero-carbon outcome and a plan to implement adaptation actions.
- Urban Forest Strategy (2018) and Urban Forest Implementation Action Plan 2019–2024 (2019) – aims to improve biodiversity, reduce urban heat island impacts and improve neighbourhood amenity by increasing tree canopy, increasing the diversity of endemic (local) tree species and retaining existing significant trees.
- Foreshore Access and Management Plan (2015) – provides the basis for managing the environmental, social and landscape values of the Swan River foreshore and land use and development proposals in the foreshore.
- Stormwater Management Plan – Volume 1 and 2 (URS Australia, 2005) and Assessment of Drainage Hot Spots (Cardno, 2010) – these reports assessed stormwater management needs and issues and developed strategies for managing flooding and stormwater quality and volumes.

- Public Open Space Strategy (2019) – identified gaps in open space and the need to upgrade existing open space including reducing water use and increasing habitat for fauna and biodiversity.

### THE NATURAL ENVIRONMENT OPPORTUNITIES AND CHALLENGES FOR THE TOWN ARE:

- The Town's stormwater management plan requires review given changes in climate and rainfall and intensification of development since it was originally prepared. This provides an opportunity to improve flood management and environmental outcomes, assess the potential for co-location of open space and drainage areas and identify funding for future upgrades.
- The anticipated growth in new residential and commercial buildings in the Town provides a major opportunity improve the environmental performance of new buildings and reduce impacts on the natural environment.
- There is an opportunity to set higher environmental standards for Precinct Planning Areas and new development through preparation of a new Local Planning Scheme and future precinct structure plans. Impacts on development feasibility, long-term costs and benefits and potential incentives, should all be considered.
- The planning framework (Local Planning Scheme and/or Local Planning Policies) should be updated to implement the recommendations of the Urban Forest Strategy, Environment Plan, Climate Emergency Plan and any other future environmentally focussed Informing Strategies.

### THE OBJECTIVES FOR THE NATURAL ENVIRONMENT ARE:

- 5.1 To consider environmental impacts and outcomes through the planning framework including biodiversity, resource use, greenhouse gas emissions, tree canopy and urban heat island effect and waste and pollution.
- 5.2 To encourage best practice ecologically sustainable development relative to the opportunities and constraints associated with the scale and siting of development.

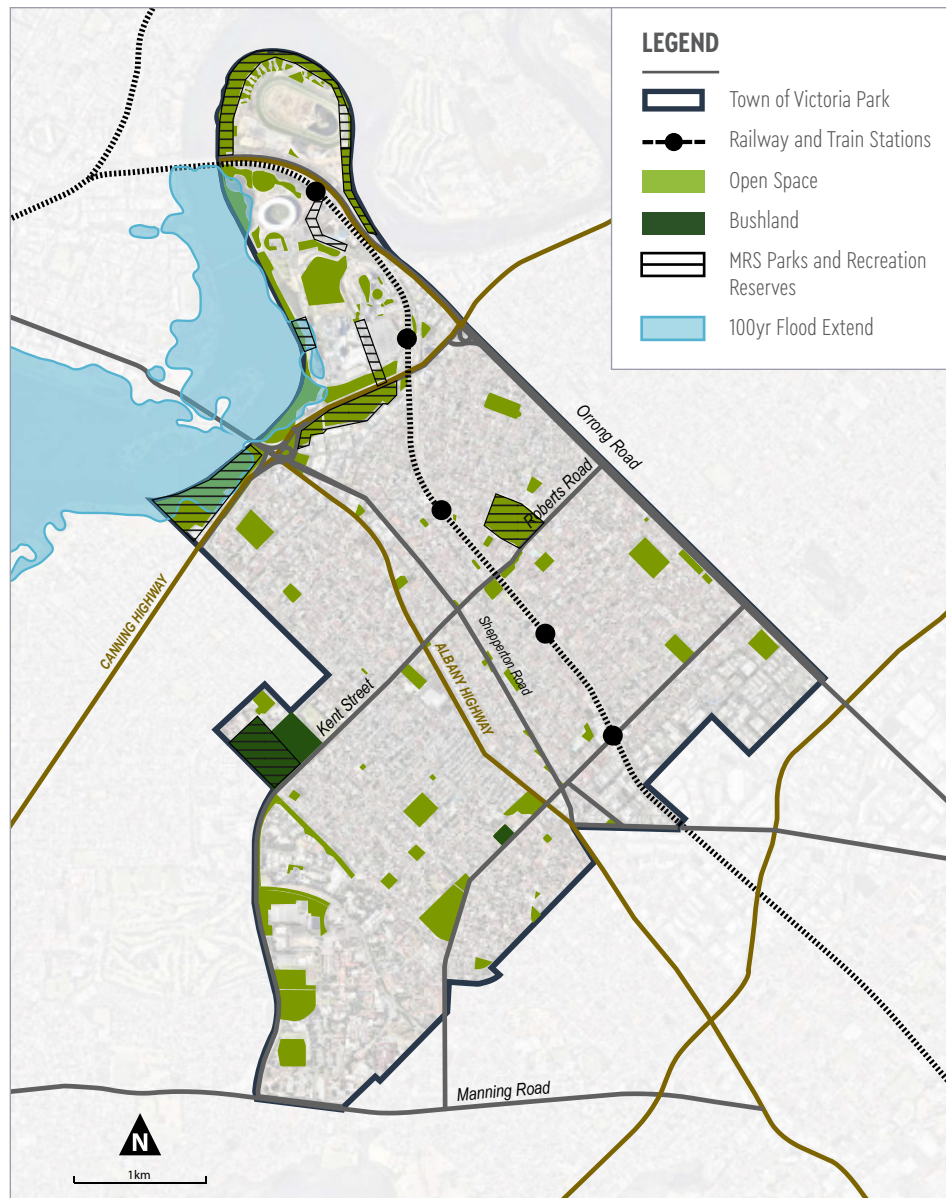


Figure 7 - Natural Environment

ACTION	TIMEFRAME
5.1 Investigate opportunities to facilitate best practice environmental planning and ecologically sustainable development in buildings and places through the local planning framework.	MEDIUM TERM (3–4 years)
5.2 Review the Stormwater Management Plan and implement through the local planning framework, where relevant.	SHORT TERM (1–2 years)
5.3 Transition existing Town Planning Scheme No.1 Parks and Recreational Reserves into the new Local Planning Scheme No.2.	SHORT TERM (1–2 years)
5.4 Continue to implement the Town's Informing (Environment) Strategies through the local planning framework including (but not limited to) the Urban Forest Strategy, Public Open Space Strategy, Environment Plan, Climate Emergency Plan and Stormwater Management Plan.	ONGOING



## 6. Transport

The transport network comprises various types of transport infrastructure (roads, parking areas, pedestrian and cycle pathways, public transport network) that facilitate access to work, shopping and leisure and the operation of commercial and industrial activity.

The Town's strategic direction for transport is guided by the Town's draft Transport Strategy and draft Parking Management Plan (2021). These documents recognise the limitations of the road network and the need to manage congestion. It encourages more sustainable forms of travel (walking, cycling and public transport) and the management of parking, to deliver an efficient, safe, well-connected and sustainable transport system.

### THE TRANSPORT OPPORTUNITIES AND CHALLENGES FOR THE TOWN ARE:

- Private vehicles are the dominant form of transport for many trips in the Town. However, there is limited capacity in the road network to cater for increasing vehicle use from population growth, and a need to address the negative impacts of vehicle use and traffic congestion. As such, a key focus of the Town's Integrated Movement Network Strategy is to encourage more sustainable transport such as walking, cycling and public transport. This will be achieved by developing and improving sustainable transport infrastructure (eg. cycle routes and bike parking, end-of-trip bike facilities in commercial developments, quality and safety of pedestrian paths and crossings), working with government to improve public transport services and planning for dwelling growth in proximity to high frequency public transport services and local employment centres.
- There is an opportunity to review the Town's Right of Way Strategy (2003) to retain and upgrade existing rights-of-way (ROWs) and encourage rear vehicle access to properties, particularly in Precinct Planning Areas, which reduces the negative impacts of vehicle crossovers on street such as loss of street trees, increased hard surfaces and loss of on-street parking bays.

- There is a need to manage parking in activity centres to address parking 'hot spots' and vehicle congestion, improve streetscape amenity and encourage more sustainable modes of transport.
- The Town will continue working with the Department of Transport, Public Transport Authority and other stakeholders such as the Curtin University and Local Government Trackless Tram Consortium, to improve public transport services and sustainable transport options.

### THE OBJECTIVES FOR TRANSPORT ARE:

- 6.1 To prioritise the needs of pedestrians, cyclists and public transport users over the needs of private vehicles.
- 6.2 To encourage high standards of built form and public realm design that is universally accessible, safe and convenient for pedestrians, cyclists and public transport users.
- 6.3 To increase bike parking and facilities in and close to activity centres, reduce vehicle parking rates and encourage better use of rear laneways for vehicle access.

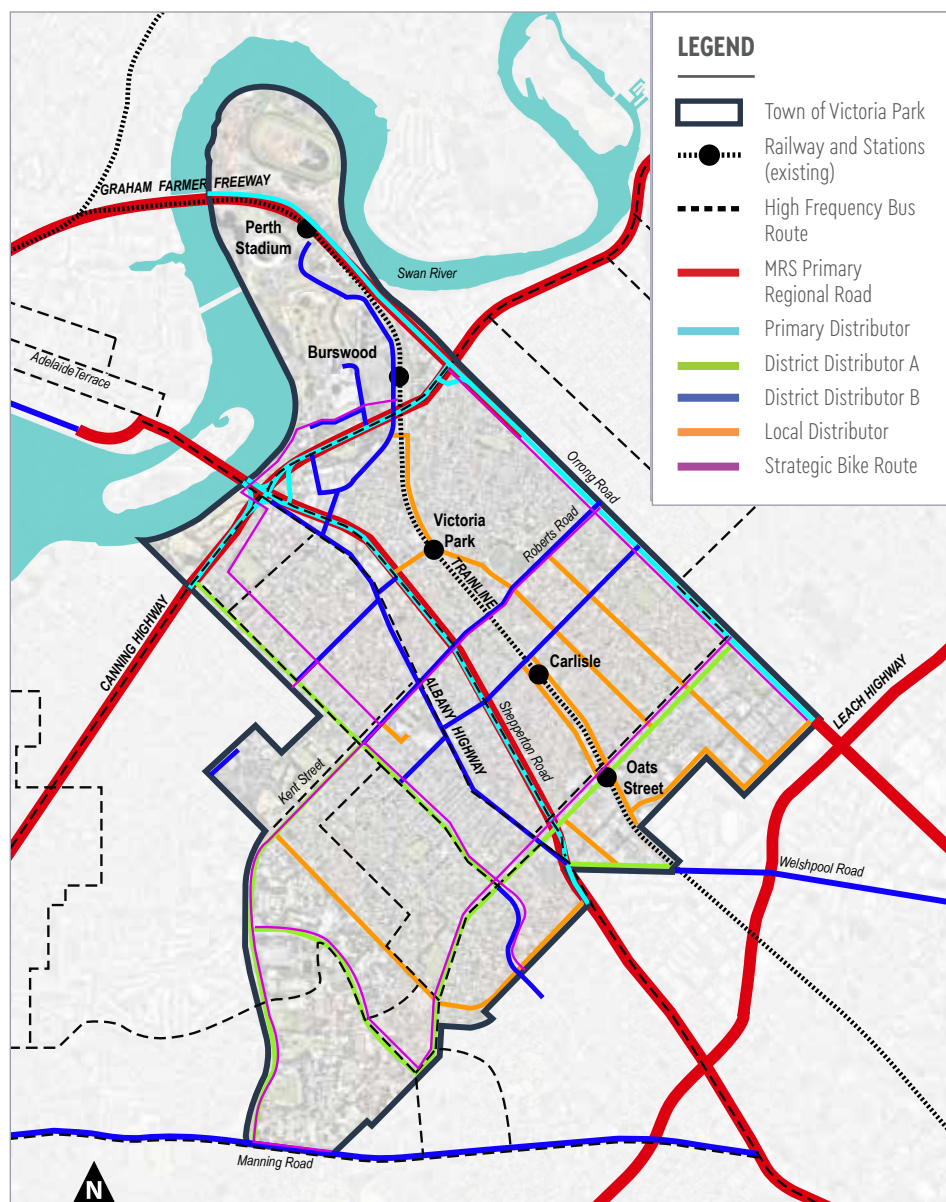


Figure 8 - Transport

ACTION	TIMEFRAME
6.1 Review the Right-of-Way (ROW) Strategy and consider dedicating ROWs under the Town's control to ensure access in perpetuity.	MEDIUM TERM (3–4 years)
6.2 Investigate opportunities to collect infrastructure contribution funds for sustainable transport infrastructure.	SHORT TERM (1–2 years)
6.3 Continue collaboration on the Trackless Tram Consortium project and consider any land use and development implications for the local planning framework as they arise.	ONGOING
6.4 Review the Local Planning Scheme and Local Planning Policy provisions relating to car parking and other vehicle requirements to align with the Town's strategic transport objectives, as set out in the Local Planning Strategy and the Town's Transport Strategy and Parking Management Plan.	SHORT TERM (1–2 years)

## 7. Infrastructure Planning and Funding

The provision of new and upgraded local infrastructure is required to facilitate development, address demand generated from population growth and contribute to liveable, productive and sustainable places.

### LOCAL INFRASTRUCTURE GENERALLY INCLUDES:

- Community infrastructure such as libraries, community centres, public open space and sporting facilities etc.
- Public realm infrastructure such as footpaths, street trees, street furniture, cycling infrastructure, water sensitive urban design features etc.

The need to provide new local infrastructure and upgrade existing infrastructure is identified through the Town's Informing Strategies, through masterplans for major open space areas and/or facility sites and through detailed planning for Precinct Planning Areas and activity centres.

Service infrastructure (eg. power, water, gas, telecommunications) is generally planned and coordinated by the State government.

Various statutory and non-statutory mechanisms can be used to fund local infrastructure such as development contributions, negotiated private agreements, open space contributions, community benefits and incentives, special area rates and State government grants etc.

### THE LOCAL INFRASTRUCTURE OPPORTUNITIES AND CHALLENGES FOR THE TOWN ARE:

- Managing the complexity associated with infrastructure planning and funding such as forecasting demand, quantifying costs that can be equitably attributed to population generated from new development versus existing populations, accounting for varying catchment areas for different infrastructure items, integrating delivery of different infrastructure items over different timeframes, co-locating and partnering, balancing alternative funding options such as user-pays,

development contributions, grants etc. Where possible, a strategic and integrated approach should be developed.

- State Planning Policy 3.6 – Infrastructure Contributions (WAPC) includes a number of Principles underlying the planning and funding of infrastructure (Need and Nexus, Transparency, Equity, Certainty, Consistency and Accountability) that should guide the Town's infrastructure funding approaches.
- Retrofitting new infrastructure into existing places may pose difficulties due to lack of available land and high land costs but will also provide opportunities for innovative development of infrastructure such as multi-storey community facilities. New and upgraded infrastructure will also need to contain a certain level of 'flexibility' to accommodate diverse and changing needs over time.
- There is an opportunity to better align infrastructure planning and funding with planning for growth in Precinct Planning Areas through precinct structure planning, master planning for key community sites and approval of major developments. This should ensure the coordination of equitable funding arrangements across multiple landowners, where relevant, and may include a variety of mechanisms including the use of development incentives in exchange for contributions or community benefits and voluntary agreements.
- There will be instances where infrastructure needs to meet place-specific needs and priorities while also contributing to the achievement of the Town's broader social, economic and environmental goals.

## THE OBJECTIVES FOR INFRASTRUCTURE PLANNING AND FUNDING ARE:

- 7.1** To recognise the role of the Town's Informing Strategies and other planning instruments in identifying infrastructure demands/needs, community benefits and priorities for implementation through the planning framework.
- 7.2** To coordinate the planning and funding of public realm and community infrastructure with the planning of Precinct Planning Areas to achieve a strategic and integrated approach.
- 7.3** To ensure infrastructure is planned and designed to meet place-specific needs and priorities while also contributing to the Town's broader social, economic and environmental goals.
- 7.4** To use a variety of statutory and non-statutory funding mechanisms to tailor funding strategies to particular places or infrastructure items to ensure equitable and effective outcomes.

ACTION	TIMEFRAME
<b>7.1</b> Ensure the Town's Informing Strategies adequately demonstrate the need for infrastructure (new and upgraded/renewed) and community benefit incentives, infrastructure funding mechanisms/approaches and implementation through the local planning framework, where relevant.	ONGOING
<b>7.2</b> Prepare a Council Policy or Position Statement on infrastructure funding and delivery outlining types of infrastructure required to support growth, how infrastructure needs will be identified, and the range of funding mechanisms that might be used.	SHORT-MEDIUM TERM (1–4 years)
<b>7.3</b> Identify infrastructure needs (new and upgraded/renewed) when preparing precinct structure plans and other suitable planning instruments, to provide the basis for infrastructure funding and delivery.	ONGOING
<b>7.4</b> Insert provisions into the new Local Planning Scheme No.2 that provide for the creation of Development Contributions Areas (DCA) and Development Contributions Plans (DCPs) to collect infrastructure contributions.	SHORT TERM (1–2 years)
<b>7.5</b> Review and/or develop Local Planning Policies that facilitate localised contribution to address specific infrastructure needs and community benefits, including (but not limited to): <ul style="list-style-type: none"> <li>• Public art;</li> <li>• Laneway widening;</li> <li>• Cash-in-lieu for car parking;</li> <li>• Urban forest and tree canopy;</li> <li>• Public Open Space contributions; and</li> <li>• Public realm infrastructure.</li> </ul>	SHORT-MEDIUM TERM (1–4 years)



## 8. Neighbourhoods

The Local Planning Strategy divides the Town into 14 Neighbourhoods to provide place specific guidance for the future local planning framework and planning decisions, including:

- Objectives for each Neighbourhood, where objectives express the desired planning outcomes for the place.
- Where existing Town Planning Scheme No.1 zones and densities will transition to the new Local Planning Scheme No.2 or where further detailed planning is required to make recommendations for changes to be reflected in the new Scheme.
- Areas requiring more detailed planning to accommodate growth in accordance with WA Planning Commission's Central Sub-Regional Planning Framework (WAPC, 2018).

As mentioned in Chapter 2 Housing and Neighbourhoods, the Town must plan for an additional 18,000 dwellings to 2050. The majority of this growth can be accommodated in areas already subject to approved plans, for example Burswood Peninsula and Curtin-Bentley Specialised Activity Centre. However, there are a number of areas that require more detailed investigation and planning which the Local Planning Strategy identifies as:

- Precinct Planning Areas – anticipated to undergo change to accommodate growth through precinct structure planning (or other planning instruments) that will subsequently make specific recommendations for changes to the local planning framework. (ie. zones, densities and/or built form controls).
- Future Investigation Areas – which have the potential for additional dwelling growth but require further engagement with landowners and the community to gauge support for growth and future changes to the local planning framework where appropriate.

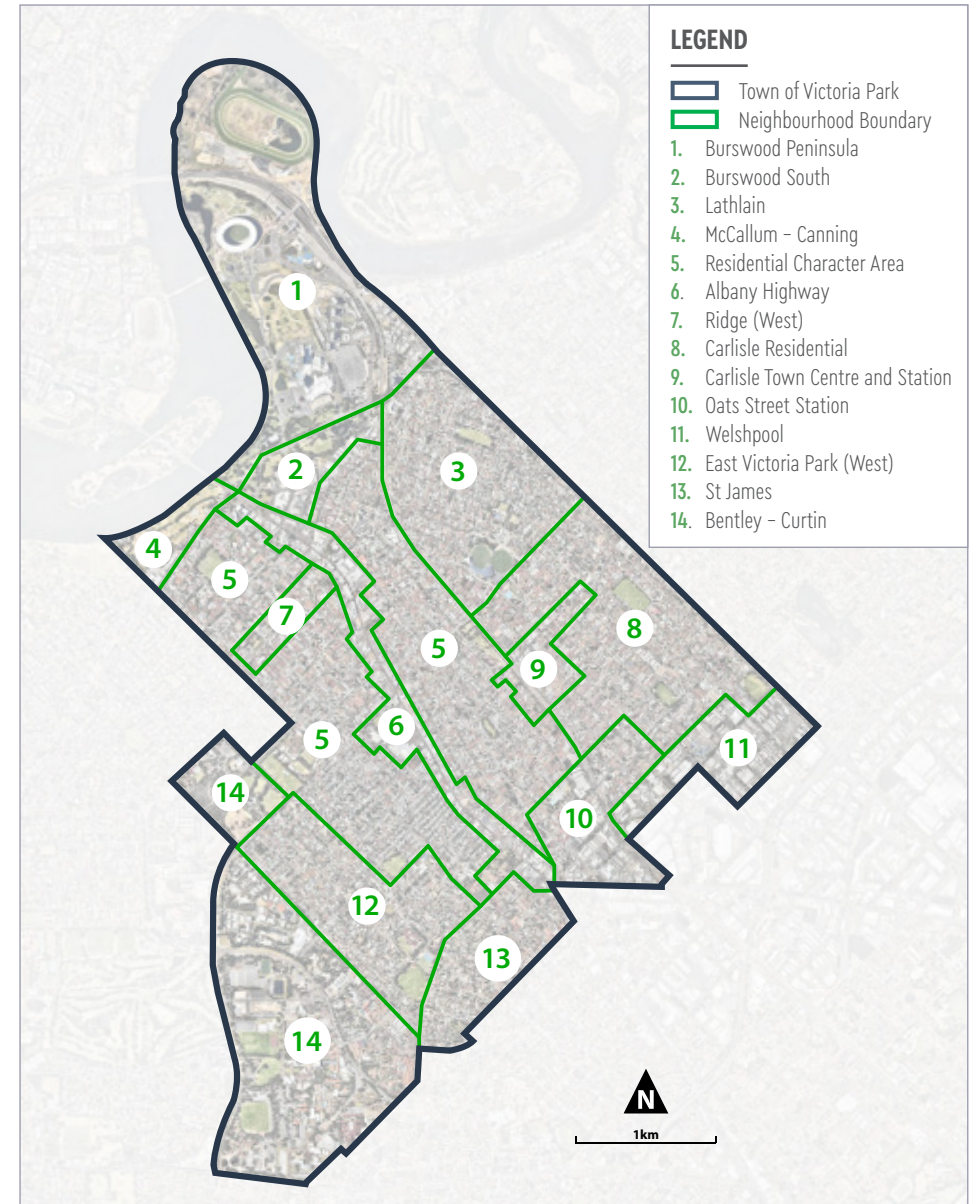


Figure 9 – LPS Neighbourhoods

## Neighbourhood 1 – Burswood Peninsula

The Burswood Peninsula District Structure Plan (WAPC, 2015) provides a strategic framework to guide the detailed planning, development and coordination of infrastructure across nine sub-precincts that will collectively deliver 12,500 dwellings (20,000 residents), 63,000 sqm of retail floor space and 255,000 sqm of office space (including the Springs in City of Belmont). To-date just under 1,000 dwellings have been developed and around 194,000 sqm of floor space supporting a mix of business activity including 33% of total floor space for accommodation (non-residential) and 24% to entertainment, recreation and culture.

### THE LOCAL PLANNING STRATEGY RECOMMENDS A REVIEW OF THE DISTRICT STRUCTURE PLAN TO ADDRESS SEVERAL ISSUES:

- The sustainability of planned retail floor space, including the potential impact on the existing Secondary Activity Centre on Albany Highway as identified by the Town's draft Activity Centre Strategy (Planwest, 2017).
- Reclassification of the Burswood Peninsula from a District Activity Centre to a Specialised Activity Centre to reflect the regionally significant and specialised activities, employment generation and infrastructure requirements.
- Integration of the Town's impending Social Infrastructure Plan (community facilities) outcomes into the District Plan and confirmation of the need for and potential location of a primary school.
- Investigation of land development opportunities and constraints, and stakeholder aspirations to progress planning for the Burswood Station West which occupies a strategic location adjacent to the Burswood Station.



Figure 10 – Burswood Peninsula Neighbourhood

### THE OBJECTIVES FOR THE BURSWOOD PENINSULA NEIGHBOURHOOD ARE:

- BP.1** To develop a regional destination with a mix of world-class visitor activities, experiences and accommodation.
- BP.2** To develop socially inclusive and environmentally sustainable higher density, mixed use urban neighbourhoods that reflect the unique context of the Peninsula.
- BP.3** To coordinate the planning and delivery of social, economic and environmental infrastructure across sub-precincts and planning jurisdictions.

ACTION	TIMEFRAME
<b>BP.1</b> Work with the Department for Planning, Lands and Heritage to review the Burswood District Structure Plan (WAPC, 2015).	SHORT TERM (1-2 years)
<b>BP.2</b> Work with the Department for Planning, Lands and Heritage to reclassify the activity centre from District Centre to Specialised Activity Centre in accordance with State Planning Policy 4.2. Activity Centres.	SHORT-TERM (1-2 years)
<b>BP.3</b> Work with landowners to review and update the Burswood Lakes Structure Plan (2003) and the Belmont Park Racecourse Redevelopment Structure Plan (2013) prior to expiry.	SHORT – LONG TERM (1-5 years +)
<b>BP.4</b> Work with the Burswood Parks Board and the Department for Planning, Lands and Heritage to identify appropriate noise controls for entertainment areas in the hotel and casino complex.	SHORT – LONG TERM (1-5 years +)
<b>BP.5</b> Transition the current local planning framework to the new Local Planning Scheme No.2.	SHORT TERM (1-2 years)
<b>BP.6</b> Work with relevant stakeholders in Burswood Station West (a sub-precinct of the Burswood Peninsula District Structure Plan) to better understand land development opportunities/ constraints and stakeholder aspirations.	SHORT TERM (1-2 years)



## Neighbourhood 2 -Burswood South

A major structure planning exercise in 2009 resulted in the adoption of Local Planning Policy 22-Development Standards for Causeway Precinct to guide development of commercial / office floor space (87,000 sqm) and 1,150 apartments in Burswood South. However, despite the development opportunities and the location of the neighbourhood on the fringe of the CBD, development has not progressed as anticipated. As such, further investigation is warranted to review the development opportunities and constraints and landowner aspirations and recommend updates to the planning framework where necessary.

### THE OBJECTIVES FOR THE SOUTH BURSWOOD NEIGHBOURHOOD ARE:

- BS.1** To encourage a mix of diverse business activity and high density residential development.
- BS.2** To ensure development contributes to a compact, fine-grained and distinctive urban character, including the transformation of Burswood and Teddington Roads into a high quality main street.
- BS.3** To ensure development contributes to a high quality public realm with an emphasis on a quality experience for pedestrians, customers and residents versus private vehicles.

ACTION	TIMEFRAME
<b>BS.1</b> Designate Burswood South as a Precinct Planning Area. Engage landowners, businesses and community in a review of the precinct vision, land use and built form opportunities and constraints to inform an update to the local planning framework Local Planning Policy 22 and/or prepare a precinct structure plan with recommendations for public realm improvements and economic development initiatives.	MEDIUM-TERM (3-4 years)
<b>BS.2</b> Following precinct structure planning, determine whether Burswood South neighbourhood should be classified as an activity centre and its designation.	MEDIUM TERM (3-4 years)
<b>BS.3</b> Transition the current local planning framework to the new Local Planning Scheme No.2 until further updates are recommended via Action BS.1.	SHORT-TERM (1-2 years)



**Figure 11 – Burswood South Neighbourhood**

## Neighbourhood 3 – Lathlain

The majority of Lathlain is currently zoned Residential R20 under Town Planning Scheme No.1, with pockets of R60, R40/R60 and R40 and a Commercial zone over the Empire Hotel site. Residential R20 has allowed for the subdivision and development of low density grouped / single dwellings across a large proportion of Lathlain and there have been pockets of medium density development in the R40/R60 and R60 areas. However, the WA Planning Commission's Central Sub-Regional Planning Framework (WAPC, 2018) identifies the potential for higher density development within the catchment of Victoria Park and Burswood stations. During the 2016 Evolve strategic community mapping workshops, the community did not specifically identify areas within Lathlain for higher density to accommodate the Town's infill dwelling target, although there was general support for infill dwellings close to train stations.

The existing R40/R60 between Mineral Resources Park and the railway line has some capacity for further infill development, and the current R40/R60 is considered a suitable density code. The Local Planning Strategy does not recommend any change in this area.

Lots within street blocks either side of Lathlain Place local centre remain largely undeveloped. This provides an opportunity to consider a higher residential density to facilitate medium density housing (eg. terrace / town houses, 2-3 storey apartments) particularly where lots are amalgamated. This type of development would contribute to diversity of housing within Lathlain.

While there has been extensive infill development of the R20 lots east of Victoria Park station, there is an opportunity to consider higher residential densities to facilitate development of low-scale / two-storey villas (grouped dwellings) and apartments (multiple dwellings).

Similarly, there has been considerable infill development and subdivision of original lots within the catchment of Burswood station, however there is an opportunity to consider higher residential densities to facilitate the development of medium and higher density housing (eg. terrace / town houses, 2-6 storey apartments). Some existing properties in the R20 zone in this area already support older style 2-3 storey apartments.

Given the above, the Local Planning Strategy identifies these areas as "Future Investigation Areas" that will be subject to separate investigation and community engagement to gauge support for higher density development..

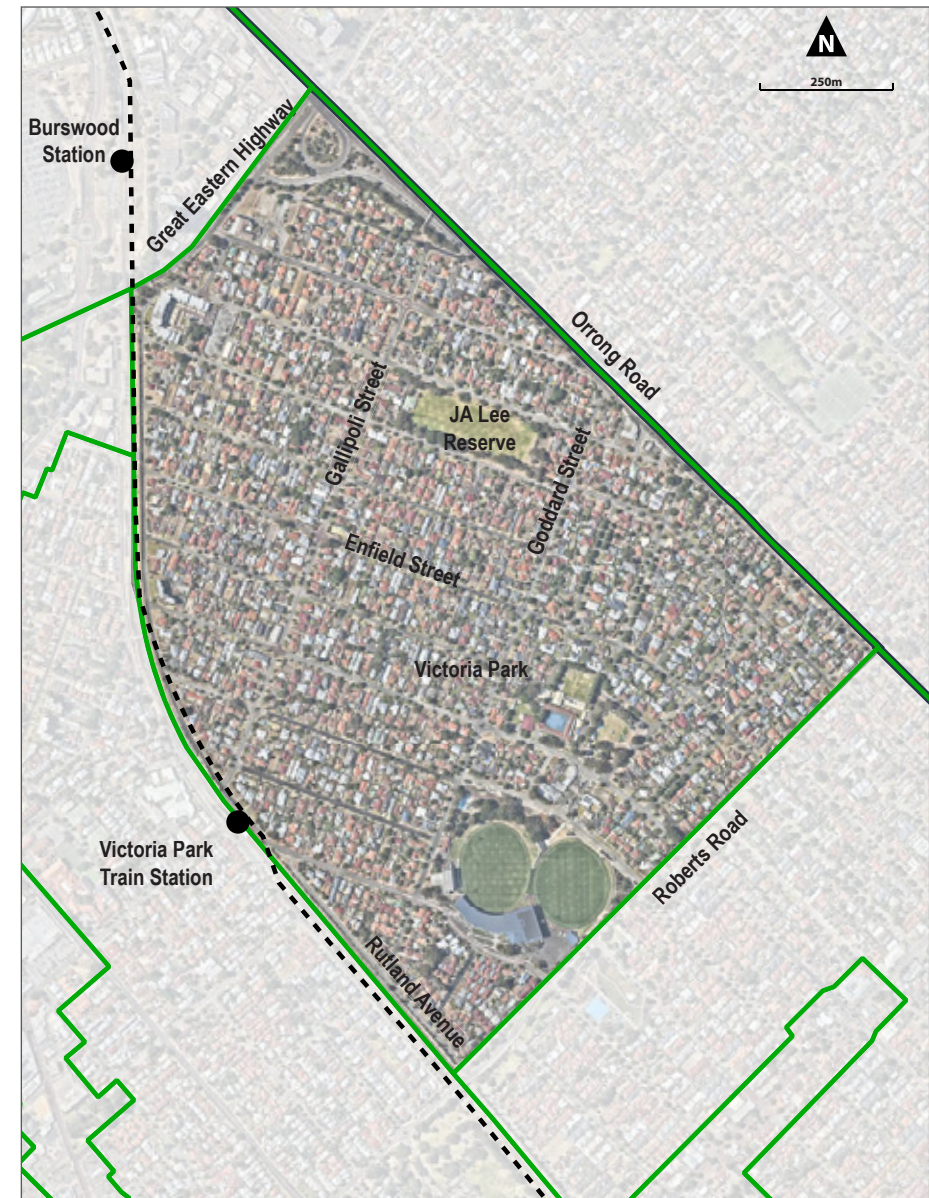


Figure 12 – Lathlain Neighbourhood



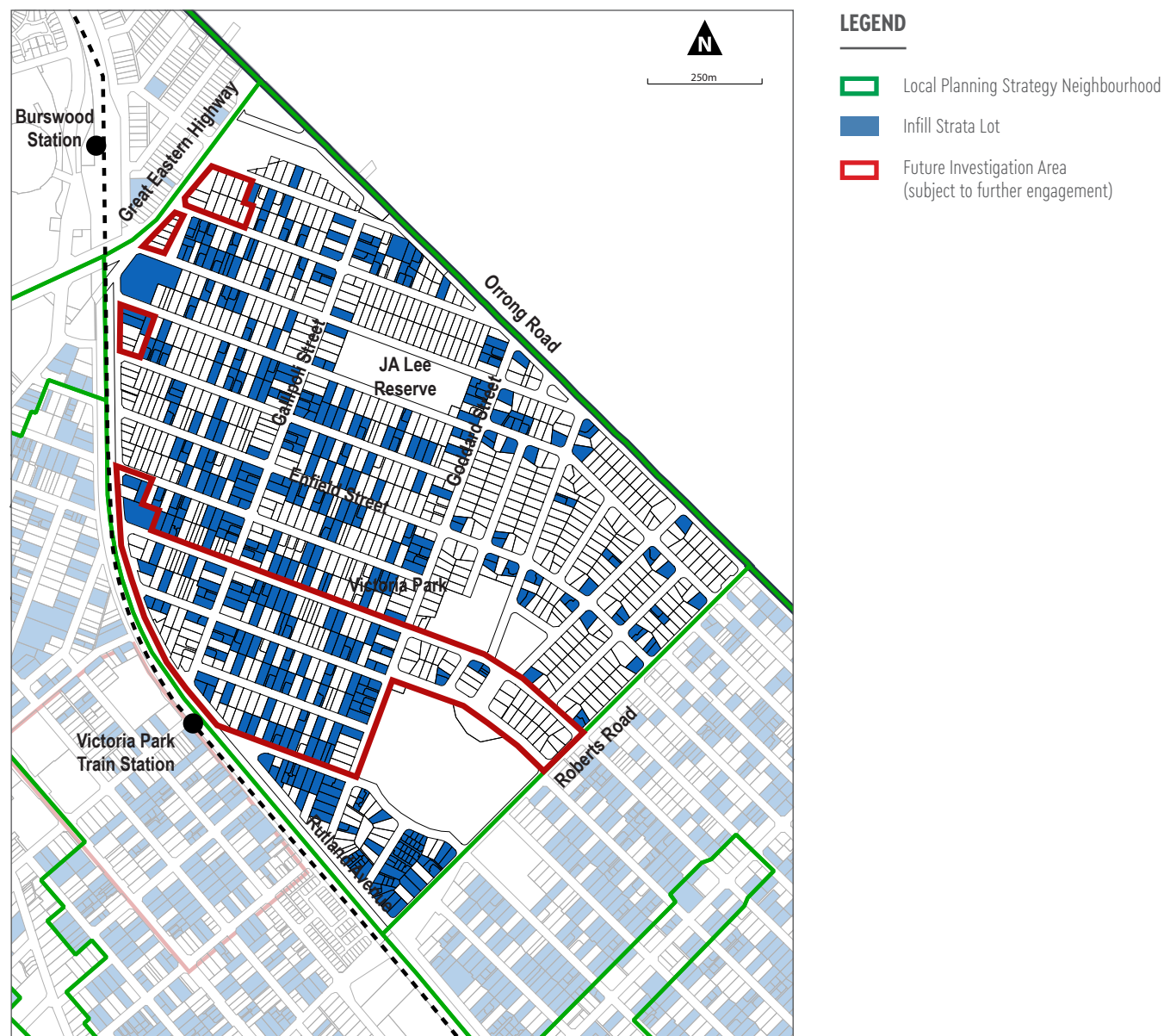


Figure 13 – Lathlain Future Investigation Area

**THE OBJECTIVES FOR THE LATHLAIN NEIGHBOURHOOD ARE:**

- L.1** To encourage predominantly low to medium density residential development that reflects the dominant elements of neighbourhood character including spacious setbacks from front boundaries, a single dwelling frontage to the primary street, low front fences and existing trees.
- L.2** To encourage a mix of uses in local centres and commercial areas.
- L.3** To address gaps in the provision of Public Open Space as per the Public Open Space Strategy.

ACTION	TIMEFRAME
<b>L.1</b> Designate selected properties in the catchment of Burswood Station, Victoria Park Station and adjacent to the Lathlain Place local centre as Future Investigation Areas (refer to Figure 13). Gauge landowner and community support for medium and/or higher density development.	SHORT – LONG-TERM (1–5 years)
<b>L.2</b> Transition the current Town Planning Scheme No.1 zones, R-Code densities and development requirements into the new Local Planning Scheme No.2 subject to: <ul style="list-style-type: none"> <li>• Land occupied by commercial uses in the Gallipoli Street local centre, where the Town will work with landowners to identify a suitable commercial zone.</li> <li>• Any recommended changes from Action L.1 above.</li> </ul>	SHORT-TERM (1–2 years)

## Neighbourhood 4 – McCallum-Canning

The existing Residential R60 and R80 high density areas along Canning Highway are almost fully developed and do not warrant any changes to the planning framework. However there is an opportunity to review the local planning framework for areas currently zoned Commercial to:

- Maximise development of larger landholdings which are currently restricted by plot ratio.
- Encourage suitable tourism and/or short-stay accommodation uses that would complement and contribute to the development of a regional riverside destination at Taylor Reserve and McCallum Park.
- Put measures in place to coordinate shared vehicle access and parking for lots south of Canning Highway, to improve the quality of built form along the Highway and better manage the built form interface to adjoining rear residential properties.

### THE OBJECTIVES FOR THE MCCALLUM-CANNING NEIGHBOURHOOD ARE:

- MC.1** To encourage the intensification of mixed-use development around the intersection of Canning Highway and Berwick Street.
- MC.2** To consider commercial land uses north of Canning Highway that may contribute to the development of a riverside destination at Taylor Reserve/McCallum Park.
- MC.3** To encourage high quality design of the public/private interface, impacts on adjoining residential areas and improvements to the public realm.

ACTION	TIMEFRAME
<b>MC.1</b> Designate the existing Commercial zone as a Precinct Planning Area. Investigate opportunities to update the local planning framework to encourage higher density mixed use (residential and commercial) development.	LONG-TERM (5 years)
<b>MC.2</b> Transition the current Town Planning Scheme No.1 zones and densities into the new Local Planning Scheme No.2, until further updates are recommended for the Commercial zones via Action MC.1.	SHORT-TERM (1–2 years)



Figure 14 – McCallum-Canning Neighbourhood



## Neighbourhood 5 – Residential Character Area

The Residential Character Area Neighbourhood contains the bulk of the Town's character dwellings and streetscapes. The majority of the Neighbourhood is currently zoned Residential R30 and R40 (multiple dwellings restricted) with smaller areas of R40 and R60 near Canning Highway and Albany Highway, and lower density R20 over smaller lots in East Victoria Park. The medium density zones have facilitated extensive infill development that is nearing full build out. Local Planning Policy No.25 Streetscapes has retained character homes and streetscapes, and the community have recently reiterated their support for conservation of conservation through the review of this Policy.

The WA Planning Commission's Central Sub-Regional Planning Framework (WAPC, 2018) identifies the potential for higher density development in areas along Shepperton Road, Albany Highway, Canning Highway, parts of Berwick and Kent Streets, and around station precincts at Victoria Park Station and Carlisle Station. The Planning Framework suggests residential densities between R40 to R60 for 'local' urban corridors and R80 and higher for 'arterial' urban corridors.

A Future Investigation Area has been identified around the Victoria Park station to align with the Central Sub-Regional Planning Framework (WAPC, 2018). While this area was not identified as a place for higher density development by the community during the 2016 strategic community planning mapping exercise, this area is identified as a Future Investigation Area that is subject to further engagement with landowners and the community as per action CA.1.



Figure 15 – Residential Character Area Neighbourhood

### THE OBJECTIVES FOR THE RESIDENTIAL CHARACTER AREA NEIGHBOURHOOD ARE:

- CA.1** To encourage the conservation and retention of original dwellings and streetscapes.
- CA.2** To enhance the streetscape character that is attributed to the presence of original dwellings and the sympathetic character of new development.
- CA.3** To ensure the special and particular elements of streetscape character are considered in all land use and development proposals.

ACTION	TIMEFRAME
<b>CA.1</b> Transition the current Town Planning Scheme No.1 zones and densities into the new Local Planning Scheme No.2. except for Lot 501 (No. 61) Kitchener Avenue, Victoria Park (the VisAbility site) where further investigation of options for medium to high density coding and site-specific planning controls will be undertaken.	SHORT TERM (1-2 years)

## Neighbourhood 6 – Albany Highway

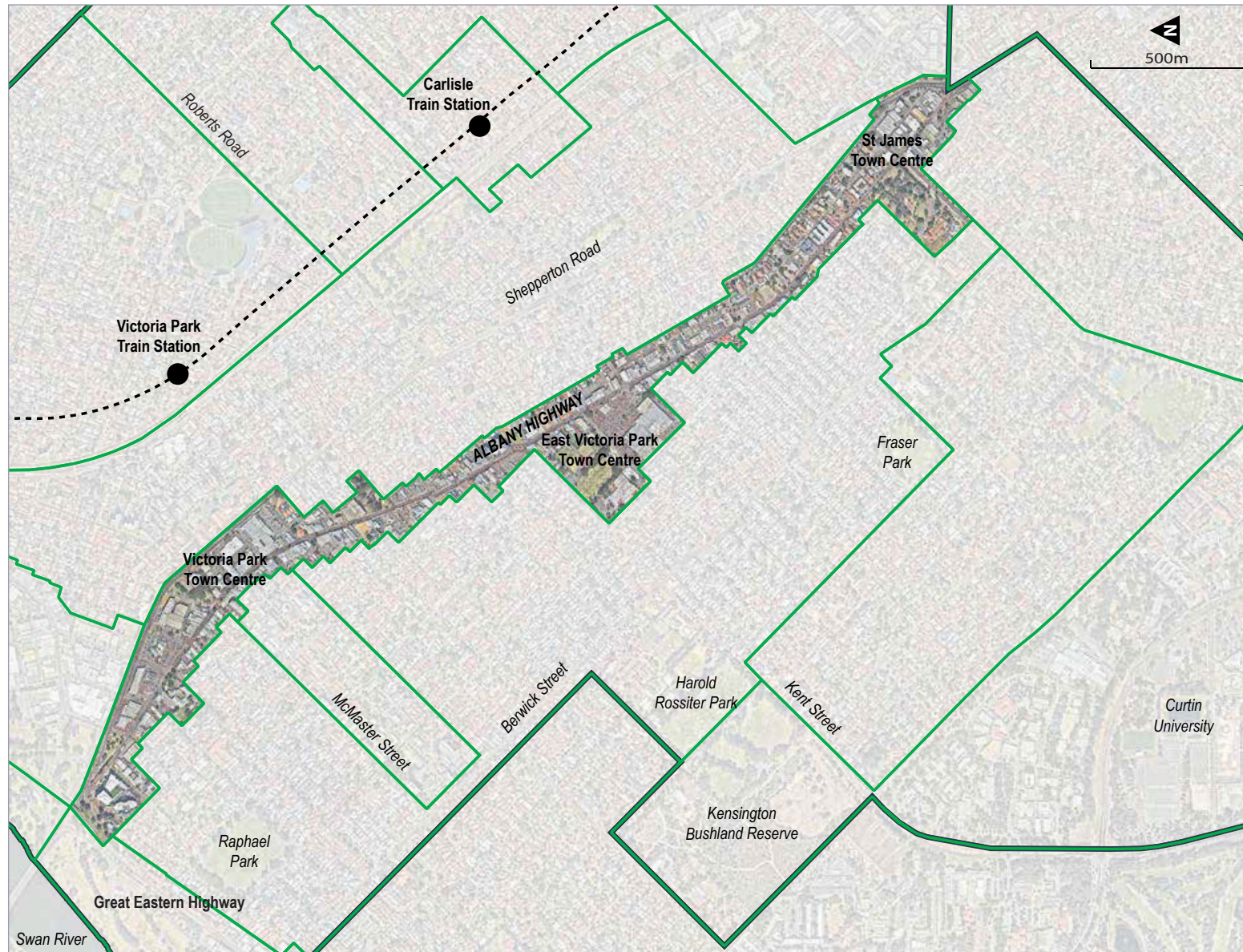
Albany Highway is both a gathering place for people and a key north-south movement corridor. Extending for 3.8 kilometres, the Centre's elongated form, comprising three main street nodes at Victoria Park, East Victoria Park and St James, with 'strips' of commercial and residential development linking them, results from over a century of development in response to changing market forces and planning frameworks. The neighbourhood contains multiple sub-regional retail anchors (Coles, Woolworths, Aldi, IGA, Target, Officeworks and Bunnings) and a diverse and eclectic mix of other niche shops, cafes and restaurants, commercial services and leisure and recreational activities. The centre currently comprises over 197,000 square metres of commercial floor space (45% of total commercial floor space in the Town) and 1,500 dwellings, although there are significant opportunities for redevelopment to grow and diversify opportunities for business, jobs and inner city living, on the doorstep of high frequency regional public transport services.

### THE OBJECTIVES FOR THE ALBANY HIGHWAY NEIGHBOURHOOD ARE:

- AH.1** To encourage the development of a wide diversity of business and community activity, employment opportunities and high density living in appropriate places.
- 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.
- 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.

ACTION	TIMEFRAME
<b>AH.1</b> Designate the Albany Highway Neighbourhood as a Precinct Planning Area. Prepare a precinct structure plan to guide future updates to the local planning framework, upgrades to the public realm and infrastructure and economic development initiatives.	SHORT TERM (1–2 years)
<b>AH.2</b> Work with the Department for Planning, Lands and Heritage to classify the entire length of Albany Highway as a Secondary Activity Centre in accordance with State Planning Policy 4.2. Activity Centres for Perth and Peel.	SHORT-TERM (1–2 years)
<b>AH.3</b> Transition the current Town Planning Scheme No.1 zones and densities to the new Local Planning Scheme No.2 until further updates are recommended via Action AH.1.	SHORT-TERM (1–2 years)





**Figure 16 – Albany Highway Neighbourhood**



## Neighbourhood 7 – Ridge (West)

The Ridge (West) Neighbourhood contains a substantial portion of the Town's high density development with a mix of low and medium rise apartments, townhouses/ villas, and a few single houses. These dwellings contribute to a supply of more affordable housing in the Town, and while the building stock is aging, the Town does not support extensive redevelopment in the short to medium term, given the areas contribution to housing diversity.

### THE OBJECTIVES FOR THE RIDGE (WEST) NEIGHBOURHOOD ARE:

- RW.1** To maintain the existing high-density residential character of the Neighbourhood.
- RW.2** To ensure new development is consistent with the existing character and scale of dwellings throughout the Neighbourhood.

ACTION	TIMEFRAME
<b>RW.1</b> Transition the current Town Planning Scheme No.1 zones and densities into the new Local Planning Scheme No.2.	SHORT-TERM (1-2 years)

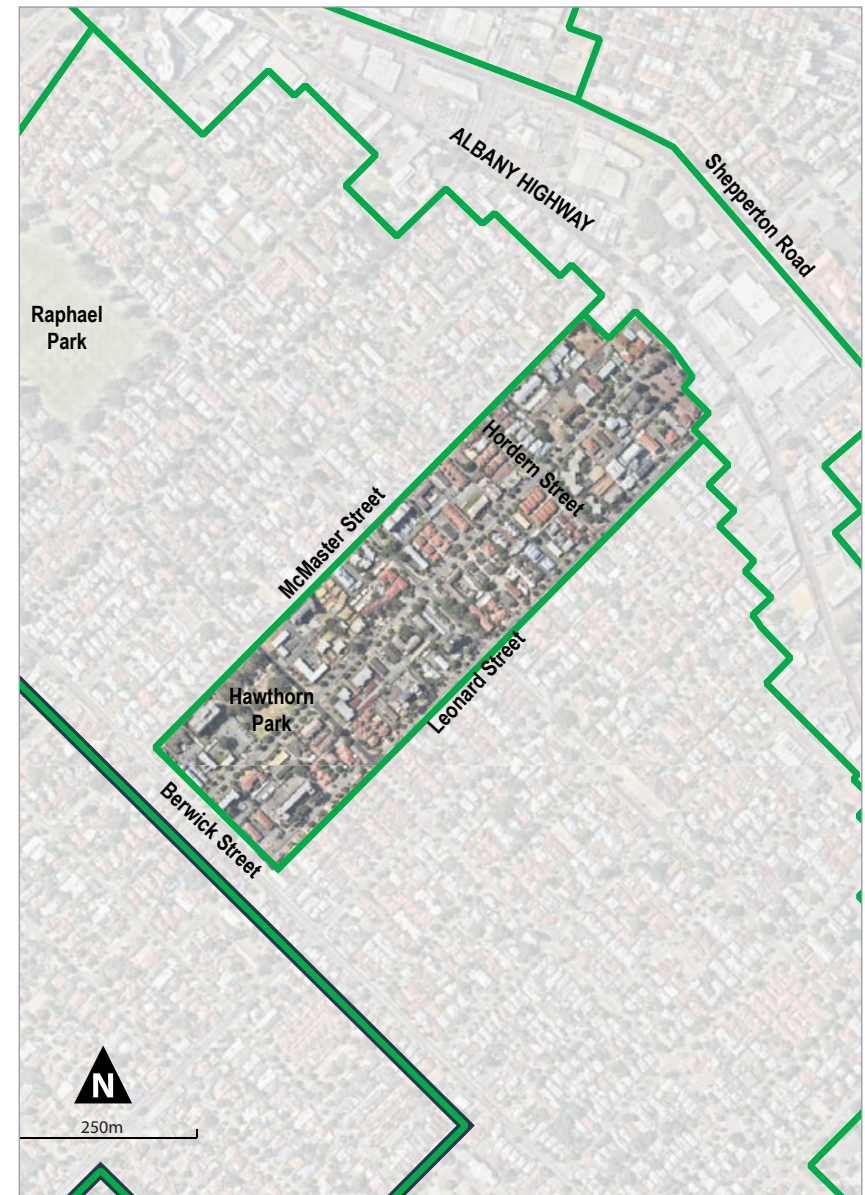


Figure 17 – Ridge (West) Neighbourhood

## Neighbourhood 8 – Carlisle Residential

The majority of Carlisle is currently zoned Residential R30 under Town Planning Scheme No.1. This has resulted in extensive subdivision and redevelopment of properties mostly with single storey grouped dwelling villas and some small lot single terrace dwellings. The WA Planning Commission's Central Sub-Regional Planning Framework (WAPC, 2018) identifies the potential for higher density development along Archer Street, Oats Street and part of Orrong Road. The Planning Framework suggests residential densities between R40 to R60 for 'local' urban corridors and R80 and higher for 'arterial' urban corridors. However, the extensive redevelopment of the area under the current R30 density limits opportunities to apply higher density coding. Additionally, the community did not identify Carlisle as an area suitable for higher density during the 2016 strategic community planning mapping exercises. As such, there are no recommendations for changes to the local planning framework for the Carlisle Residential Neighbourhood.

### THE OBJECTIVES FOR THE CARLISLE RESIDENTIAL NEIGHBOURHOOD ARE:

- C.1** To support ongoing redevelopment of properties for low-scale, medium density residential development.
- C.2** To address gaps in the provision of Public Open Space as per the Public Open Space Strategy.

ACTION	TIMEFRAME
<b>C.1</b> Transition the current Town Planning Scheme No.1 zones and densities into the new Local Planning Scheme No.2, with the exception of: <ul style="list-style-type: none"> <li>rezone Nos. 1/39 to 19/39 Cohn Street and 1/45 to 13/45 Cohn Street from Commercial to Residential R30 to reflect the existing residential land use.</li> </ul>	SHORT-TERM (1-2 years)
<b>C.2</b> Liaise with the Department for Planning, Lands and Heritage to repeal Carlisle Minor TPS No.3	SHORT-TERM (1-2 years)



Figure 18 – Carlisle Residential Neighbourhood



## Neighbourhood 9 – Carlisle Town Centre and Station Neighbourhood

The Central Sub-Regional Planning Framework (WAPC, 2018) identifies the Carlisle Station as a Station Precinct with potential for intensification of development. The Town's draft Activity Centres Strategy recommends linking Archer Street commercial activity with higher density development along Rutland Avenue. At present, the State government's METRONET level crossing removal project is investigating road and rail options including the removal and provision of a new station and identification of land redevelopment opportunities around the station. The Town's Public Open Space Strategy identified a need for more open space and for potential re-use of drainage sumps and/or land in any future station precinct redevelopment.

### THE OBJECTIVES FOR THE CARLISLE TOWN CENTRE NEIGHBOURHOOD ARE:

- CT.1** To maximise higher density residential and mixed use development to reinforce and consolidate the neighbourhood centre with the train station precinct.
- CT.2** To ensure development enhances and contributes to a high quality public realm and the desired future character for the Carlisle Town Centre and prioritises the safety and convenience of pedestrians and cyclists
- CT.3** To address gaps in the provision of Public Open Space as per the Public Open Space Strategy.

ACTION	TIMEFRAME
<b>CT.1</b> Designate the Carlisle Town Centre Neighbourhood as a Precinct Planning Area. Prepare a precinct structure plan (or other suitable planning instrument) to guide future updates to the local planning framework and upgrades to the public realm and infrastructure.	SHORT-TERM (1-2 years)
<b>CT.2</b> Transition the current Town Planning Scheme No.1 zones and densities to the new Local Planning Scheme No.2 until further updates are recommended via Action CT.1.	SHORT-TERM (1-2 years)

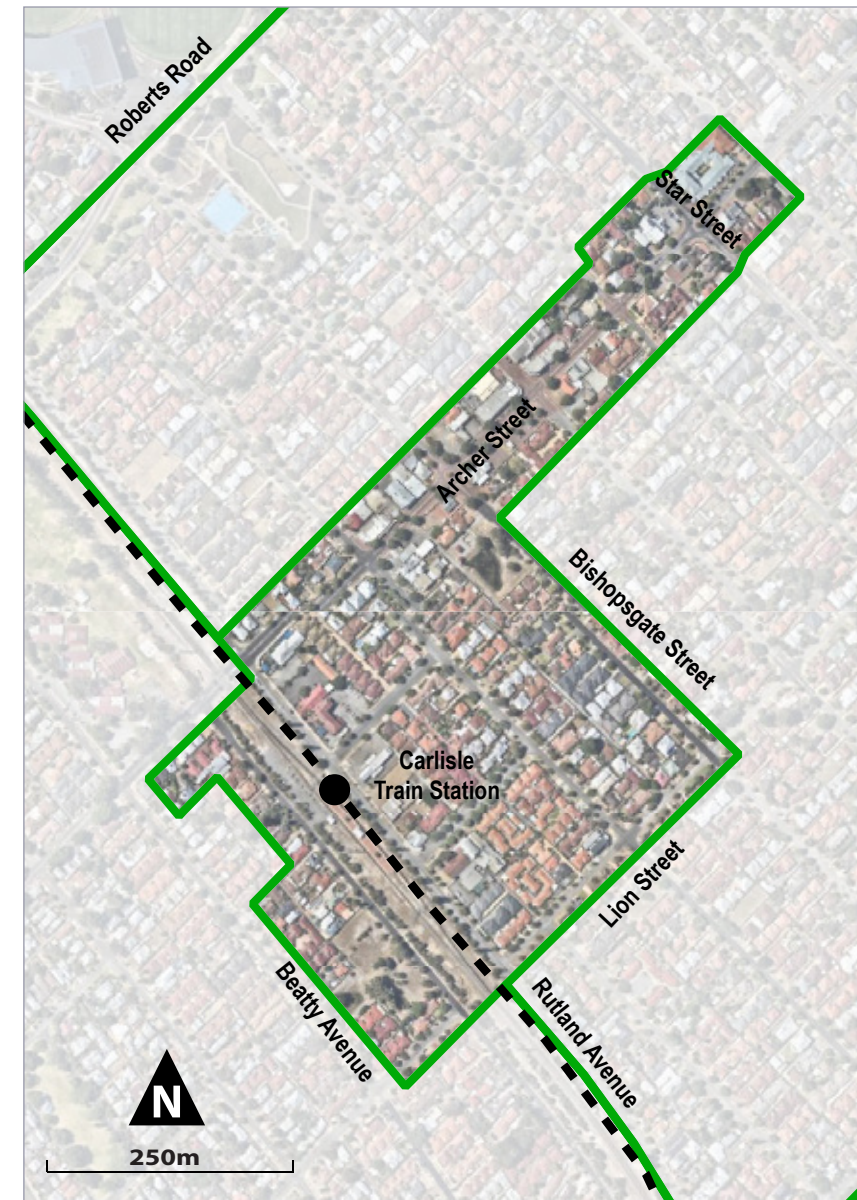


Figure 19 – Carlisle Town Centre Neighbourhood

## Neighbourhood 10 – Oats Street Station

The Central Sub-Regional Planning Framework (WAPC, 2018) identifies the Oats Street Station as a Station Precinct with potential for intensification of development. The Town's draft Activity Centres Strategy notes the potential for intensification and the possibility of rezoning the Industrial zone land (west of the Perth-Armadale railway) for mixed-use (residential and commercial land uses). At present, the State government's METRONET level crossing project is investigating road and rail options, including the removal and provision of a new station and identification of land redevelopment opportunities around the station.

### THE OBJECTIVES FOR THE OATS STREET NEIGHBOURHOOD ARE:

- OS.1** To maximise higher density residential and mixed use development close to the Oats Street station and high frequency bus services.
- OS.2** To ensure an appropriate transition in built form and scale between future higher density development and surrounding lower scale development.
- OS.3** To address gaps in the provision of Public Open Space as per the Public Open Space Strategy.

ACTION	TIMEFRAME
<b>OS.1</b> Designate the Oats Street Neighbourhood as a Precinct Planning Area. Investigate the long-term future of Industrial land (west of the railway) and opportunities for higher density mixed use development (residential and commercial). Prepare a precinct structure plan (or other suitable planning instrument) to guide future updates to the local planning framework.	SHORT-TERM (1-2 years)
<b>OS.2</b> Investigate suitable zones and residential densities for land currently zoned Special Use Zone (Eastern Gateway Development Guide Plan).	SHORT-TERM (1-2 years)
<b>OS.3</b> Following preparation of a Precinct Structure Plan (or other suitable planning instrument), determine whether Oat Street Station should be classified as an activity centre in accordance with State Planning Policy 4.2. Activity Centres.	SHORT-TERM (1-2 years)
<b>OS.4</b> Transition the current Town Planning Scheme No.1 zones and densities to the new Local Planning Scheme No.2 until further updates are recommended via Action OS.1.	SHORT-TERM (1-2 years)



Figure 20 – Oats Street Station Neighbourhood



## Neighbourhood 11 – Welshpool Industrial

The Welshpool industrial area makes a valuable contribution to the Town's economy through diversity of opportunities for employment, business development and provision of goods and services to businesses and people in the broader district. It provides a buffer between Carlisle residential area and the wider Welshpool industrial area including the General Industry zone in the City of Canning. Welshpool will remain industrial and an appropriate Industrial zone will be applied in the new Local Planning Scheme No.2, however there is an opportunity to engage landowners and businesses to update planning requirements relating to land use, building and streetscape design, place-management and economic development initiatives to support business development.

### THE OBJECTIVES FOR THE WELSHPOOL INDUSTRIAL NEIGHBOURHOOD ARE:

- W.1** To encourage a diversity of light and general industrial activity, with limited retail and non-industrial activity to provide for the daily convenience of workers and visitors.
- W.2** To protect industrial activity from the encroachment of commercial, residential and other sensitive uses that would adversely affect industrial viability or contribute to erosion of Industrial zone.
- W.3** To encourage quality in the design of buildings, fencing and landscaping, access and parking areas and signage to contribute to an attractive business location, with particular consideration of adjoining residential areas.

ACTION	TIMEFRAME
<b>W.1</b> Engage a suitably qualified consultant to investigate industrial trends and landowner / business operator needs relevant to Welshpool and makes recommendations for refinement of the planning framework, as well as improvements to streetscapes and place-management and economic development related support initiatives to be provided by the Town.	MEDIUM TERM (3–4 years)
<b>W.2</b> Liaise with landowners, business operators and the Department for Planning, Lands and Heritage to determine the most suitable Industry zone to be applied in the new Local Planning Scheme No.2. Revise land use permissibility in the Zoning Table to suit.	SHORT-TERM (1–2 years)



Figure 21 – Welshpool Industrial Neighbourhood

## Neighbourhood 12 – East Victoria Park (West)

The WA Planning Commission's Central Sub-Regional Planning Framework (WAPC, 2018) identifies the potential for higher density development along part of Kent Street and Hillview Terrace. The Planning Framework suggests residential densities between R40 to R60 for 'local' urban corridors and R80 and higher for 'arterial' urban corridors. However, there has been extensive redevelopment and subdivision of these properties which constrains any change in density to accommodate further infill development. Additionally, these areas were not identified as suitable for higher density during the 2016 strategic community planning mapping exercises, and they should be retained for larger lots to provide for larger households.

### THE OBJECTIVES EAST VICTORIA PARK (WEST) NEIGHBOURHOOD ARE:

- EVP.1** To maintain the existing low-scale, low-density residential character of the Neighbourhood.
- EVP.2** To ensure new development is consistent with the existing character and scale of dwellings throughout the Neighbourhood.

ACTION	TIMEFRAME
<b>EVP.1</b> Transition the current Town Planning Scheme No.1 zones and densities to the new Local Planning Scheme No.2, except apply a Parks and Recreation Reservation to 20 Mofflyn Circle (existing park).	SHORT-TERM (1-2 years)



Figure 22 – East Victoria Park (West) Neighbourhood



## Neighbourhood 13 – St James

The majority of the St James Neighbourhood, east of Berwick Street, is currently zoned Residential R30 under Town Planning Scheme No.1, with smaller pockets of R40 near the St James town centre and along Albany Highway. These densities have facilitated substantial infill development for low density villas or support older style apartments.

Land west of Berwick Street is currently zoned Residential R20 under Town Planning Scheme No.1. This has largely restricted the subdivision and infill development of properties, preserving the distinctive low density, landscaped character of St James and maintained larger properties for larger households.

The WA Planning Commission's Central Sub-Regional Planning Framework (WAPC, 2018) identifies the potential for higher density development along Hillview Terrace and Berwick Street. The Planning Framework suggests residential densities between R40 to R60 for 'local' urban corridors and R80 and higher for 'arterial' urban corridors. These densities could allow the development of terraces and/or small-scale apartments (2–3 storeys) that would contribute to housing diversity in the area.

However, these areas were not identified in the 2016 strategic community plan mapping exercise as places for higher density development. As such, the Local Planning Strategy identifies them as Future Investigation Areas and they will be subject to further engagement with the community to gauge support for changes to the planning framework.

The shops located on the corner of Boundary Road and Albany Highway (Nos. 1057–1059 and 1061–1065 Albany Highway) accommodate a bottle shop, fish and chips, deli and butcher. These uses are non-conforming under the current Town Planning Scheme No.1 zone and may warrant a Commercial zone under the new Local Planning Scheme No.2.



Figure 23 – St James Neighbourhood

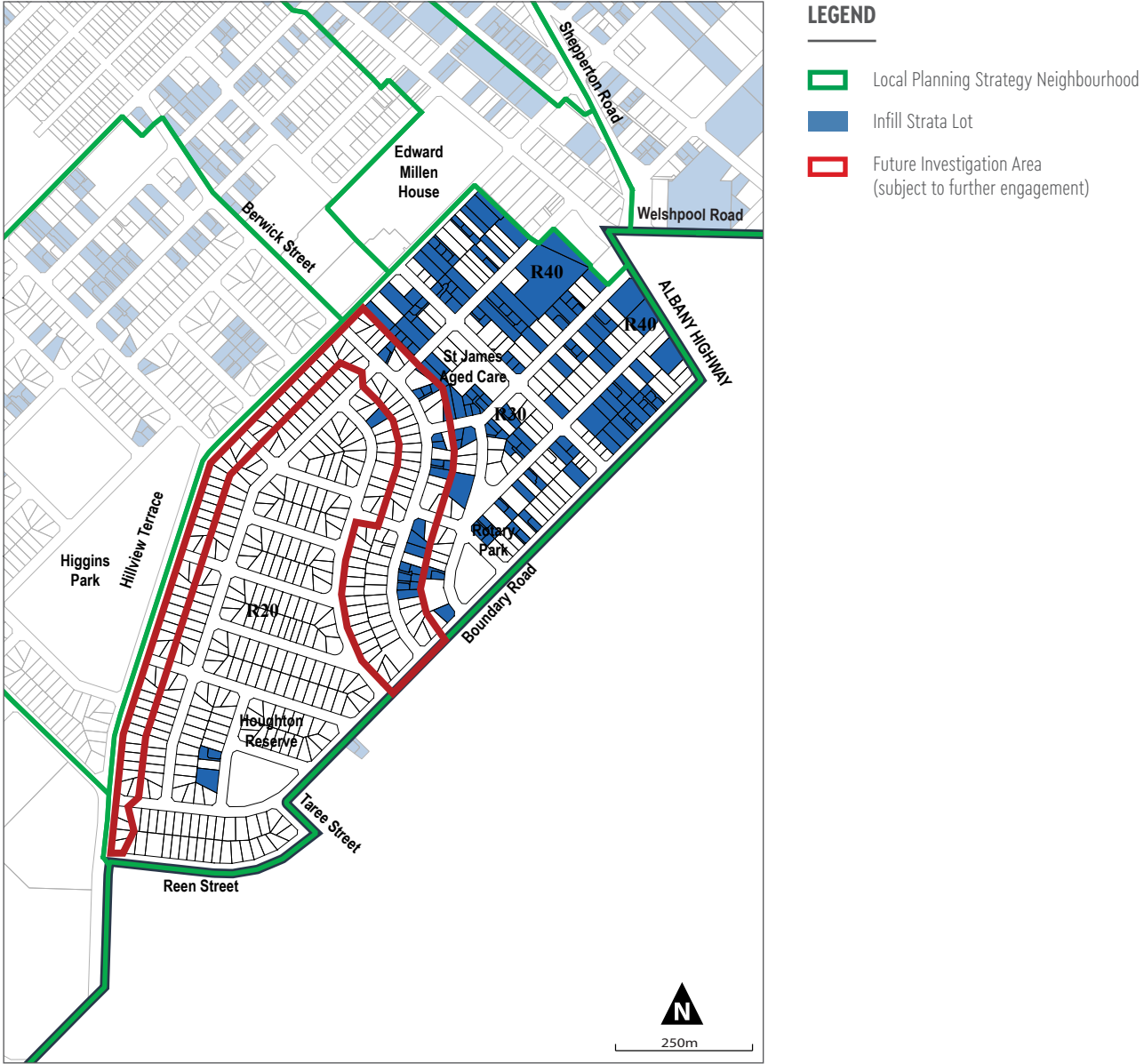


Figure 24 – St James Future Investigation Area



**THE OBJECTIVES FOR THE ST JAMES NEIGHBOURHOOD ARE:**

- SJ.1** To maintain the existing low-scale, low density residential character of the Neighbourhood.
- SJ.2** To ensure new development is consistent with the existing character and scale of dwellings throughout the Neighbourhood.

ACTION	TIMEFRAME
<b>SJ.1</b> Designate land fronting Hillview Terrace (south side) and Berwick Street (west side) and portion of Upton Street (Boundary Road to Bush Street) as a Future Investigation Area (refer to Figure 24). Gauge landowner and community support for medium density development that may be compatible with neighbourhood character.	SHORT-LONG TERM (1-5 years)
<b>SJ.2</b> Transition the current Town Planning Scheme No.1 zones and densities to the new Local Planning Scheme No.2. Work with the owner(s) of No.1057-1059 and 1061-1065 Albany Highway to identify a suitable commercial zone for the local centre.	SHORT-TERM (1-2 years)

## Neighbourhood 14 – Curtin-Bentley

The Bentley-Curtin Specialised Activity Centre is a strategically significant activity centre. The Town will pursue collaborative partnerships with stakeholders to realise the growth concepts outlined in the Bentley-Curtin Specialised Activity Centre Structure Plan (WAPC, 2018) for education, knowledge and research activity and residential development. The Town will progress precinct planning for the Technology Park Centre in collaboration with stakeholders.

Land zoned Special Use under Town Planning Scheme No.1 supports a diversity of land uses including aged accommodation and correctional institutions. However, it does not contain any provisions to guide the future development of sites, particularly the interface and connections to adjoining areas.

The Town's Public Open Space Strategy (2019) recommends the preparation of master plans for Jirdarup Bushland Precinct and Harold Rossiter Park. The new Local Planning Scheme No.2 should consider any land use and development recommendations of these projects to maintain the integrity of the reserves for environment, recreational and/or community purposes.

### THE OBJECTIVES FOR THE BENTLEY-CURTIN NEIGHBOURHOOD ARE:

- CB1** To develop an innovative, creative and collaborative centre of excellence in science, technology, education and research of State significance.
- CB2** To develop a network of specialised places that deliver the vision for the Bentley-Curtin Specialised Activity Centre Plan and are compatible with the Town's activity centre hierarchy.
- CB3** To encourage innovative and sustainable city building and place-making from concept design through to long-term management.



Figure 25 – Bentley-Curtin Neighbourhood

ACTION	TIMEFRAME
<b>CB1</b> Investigate opportunities to prepare a Precinct Structure Plan(s) (or other planning instrument) for growth areas within the Curtin Bentley Specialised Activity Centre Plan in consultation with stakeholders. Transition the current Town Planning Scheme No.1 zones and densities into the new planning scheme (or other suitable planning instruments).	MEDIUM TERM (3-4 years)



TOWN OF  
VICTORIA PARK

